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Jan-Jun
(1914)

MOTORCYCLE ILLUSTRATED

Issued every other Thursday by the Motorcycle Pub. Co., 51 Chambers street, New Yo

THURSDAY, JANUARY 8, 1914

Three Hundred Thousand!

300,000 INDIAN catalogs for 1914 have already been distributed. Over 300,000 more will go out between now and the beginning of the riding season.
These figures come straight home to all dealers of the

Indian Motocycle

They are a revelation of the great demand now existing—not only in this country but abroad—for 1914 INDIAN machines. Think of the vast and powerful salesmanship active in this catalog army which has the further reinforcement of the aggressive INDIAN national advertising campaign!

Hendee Manufacturing Co., Springfield, Mass.

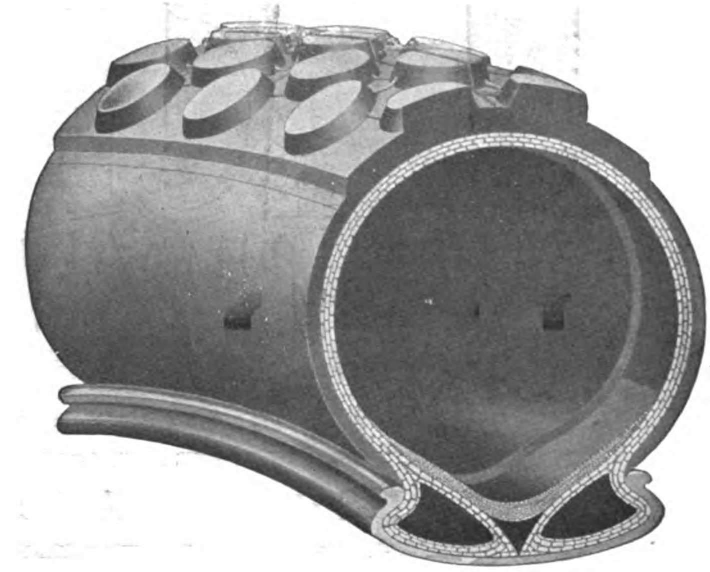
(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago Dallas Kansas City Minneapolis Denver
San Francisco Atlanta Toronto Melbourne London

FIRST JANUARY NUMBER TEN CENT

GOODYEAR
AKRON, OHIO
Motorcycle Tires



Made Like Goodyear Automobile Tires

These 1914 Secrets Now Known to Thousands

Here are some vital secrets in motorcycle tire construction that will save any motorcycle owner a lot of money when he knows them.

Thousands already know these things, and by that knowledge they increase tire mileage and cut down the up-keep cost of their machines.

Manufacturers know them. Hence three out of every four machines that go out this year will go out equipped with Goodyears.

Thousands of Rivets Minimize Tread Separation

Tread or fabric separation is a fault in common tires that quickly costs the motorcyclist unnecessary tire replacement.

Here's what is done in the making of Goodyear Motorcycle Tires to minimize tread and fabric separation:

Every piece of fabric used is what is known as Goodyear Interlocking Fabric.

Of wonderful strength, yet so constructed that thousands of clean-cut holes are seen when the fabric is held up to the light.

These holes allow the rubber to go *through* the fabric, forming thousands of rubber rivets that meet on the opposite side. So tread or fabric separation is brought to a minimum.

The Source of Flaw-Proof Construction

Another costly expense to Motorcyclists is blow-outs.

Most often this disaster results from the uneven stretching of the plies that go to make up the carcass. Hand-stretched plies are never uniform—one part of the carcass is too tight, another part is weak.

Goodyear Motorcycle Tires are built on costly machines that assure a uniform stretching of plies in the making and a finished tire of equal strength at every point.

Built on the same kind of machines that are used for making No-Rim-Cut Automobile Tires. Machines that are the source of flaw-proof pneumatics.

In this way Goodyear Motorcycle Tires are protected against this costly fault universally found in common tires.

GOODYEAR
AKRON, OHIO
Motorcycle Tires

Adds Mileage

Superior materials, innumerable special processes in construction and accurate craftsmanship give Goodyear Tires a durability that means added mileage for the motorcycle owner. Rids you of the cost of frequent tire replacement.

Our tire-testing machines *prove* that Goodyears give the greatest mileage. Comparative durability tests for years have in every instance placed Goodyear Motorcycle Tires first.

Get This Book On Motorcycle Tires

There's a Goodyear dealer in your town. Ask him to show you these wonderful motorcycle tires.

Let us send you our book on Goodyear Motorcycle Tires. It tells you things that can't be told on a single page.

THE GOODYEAR TIRE & RUBBER COMPANY, Akron, Ohio

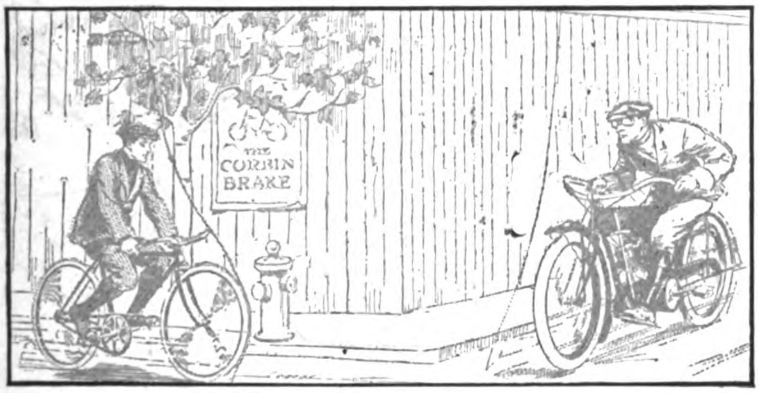
Toronto, Canada **London, England** **Mexico City, Mexico**

Dealers Everywhere. Branches and Agencies in 103 Principal Cities. Write Us on Anything You Want in Rubber.

(1466)

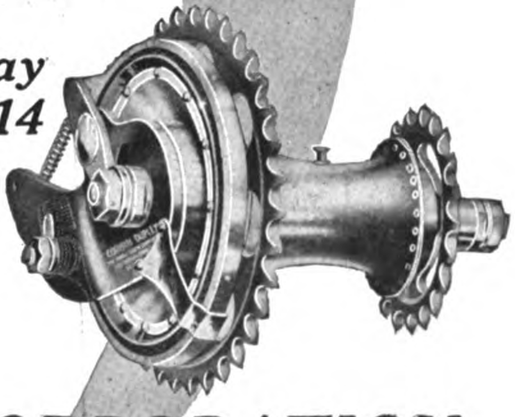
65% of all the Motorcycles in Use are Equipped with the

Corbin Brake



"Corbin Control Means Safety Assured"

Write today for New 1914 Catalog

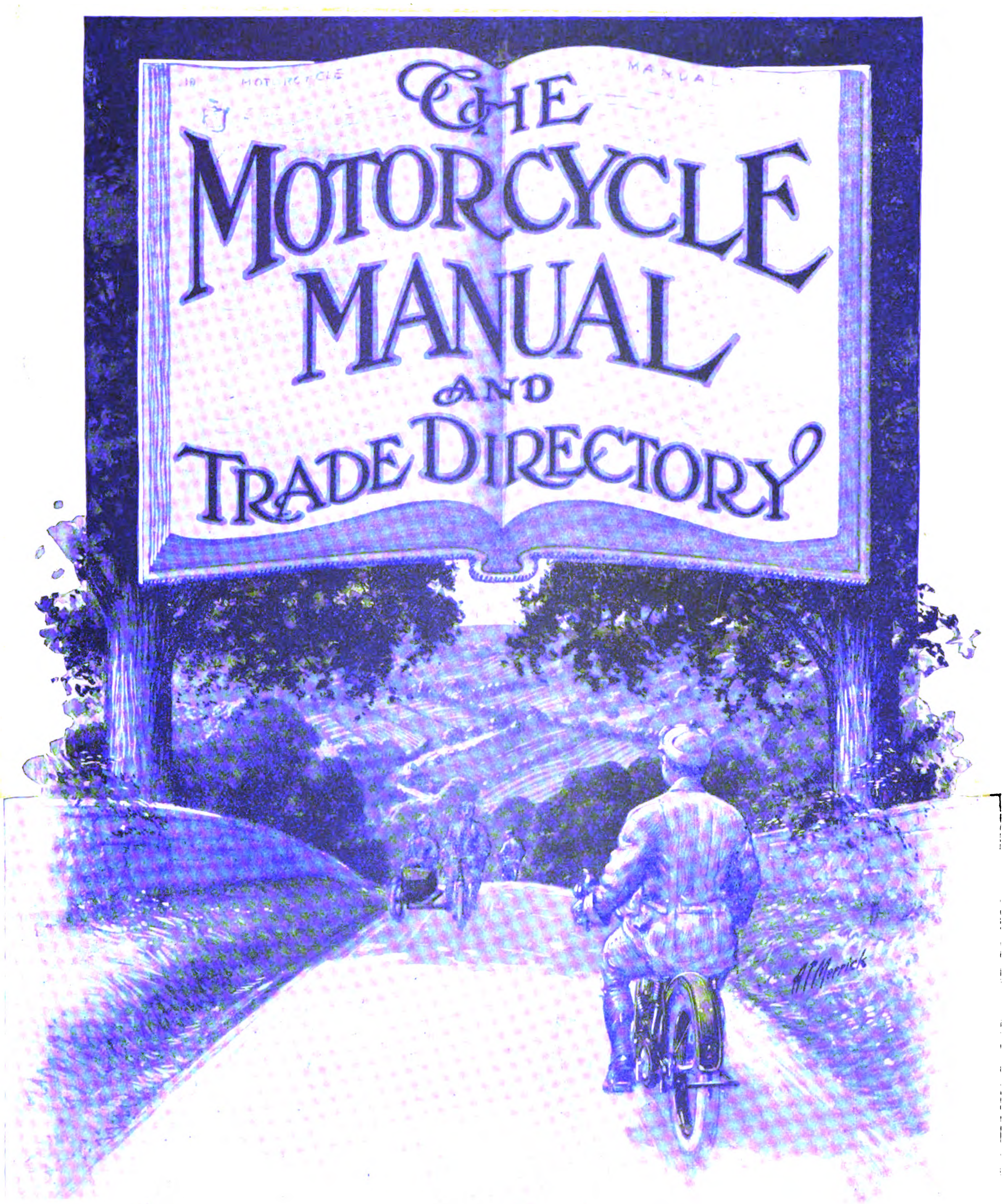


THE CORBIN SCREW CORPORATION

THE AMERICAN HARDWARE CORPORATION, Successors

NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia


THE
MOTORCYCLE
MANUAL
AND
TRADE DIRECTORY
H.T. Merrick

25 CENTS A COPY

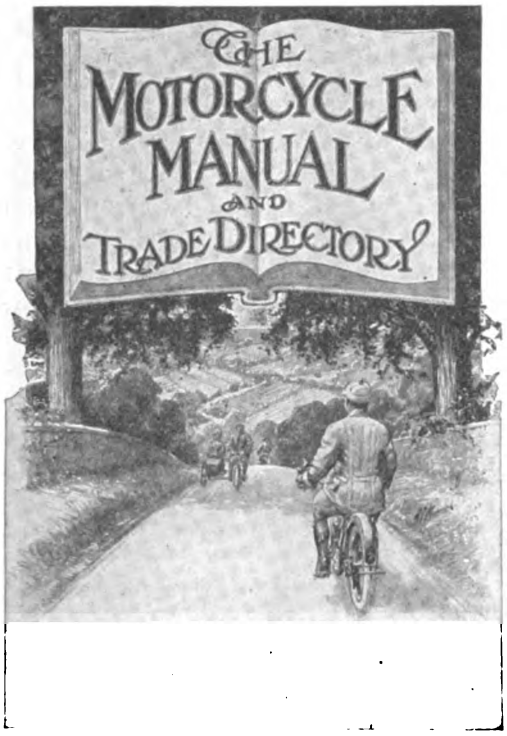
READY JANUARY 15th

Send in Your Order Now For a Copy of the

New and Entirely Revised Edition of the

[illegible]

An invaluable hand-book of Motorcycle information for the rider, dealer, jobber and manufacturer. Complete, accurate, authoritative and up-to-date. The Manual contains:



The Motorcycle Manual and Trade Directory

Manual Cover—One-fifth of actual size

1. A complete encyclopaedia of motorcycle terms, fully illustrated, the first motorcycle encyclopaedia ever published in any language.
2. For the beginner—Construction and operation of a motorcycle interestingly described and illustrated.
3. For all riders—The simplest and yet the most wonderful trouble chart ever printed, so indexed that in each case the remedy is easily found. Even experienced repair men will find the Manual Trouble Chart invaluable.
4. For manufacturers, jobbers and dealers—An up-to-the-minute Trade Directory, with the motorcycle parts and accessories of more than 500 manufacturers listed under 130 different classifications. Entirely complete and absolutely accurate.
5. Touring information for everybody—The latest license and other regulations of every State in the Union.
6. Official list of speed records and other notable performances.
7. Horsepower and other mechanical formulae.
8. The F. A. M. and foreign Motorcycle Associations.
9. In sum and substance, the new edition of the Manual is as complete and as thorough as an encyclopaedia, and yet as interesting as a popular novel.
10. The Manual cover design, actual size and colors, is shown on the opposite page. The Manual is regular magazine size, 120 pages, finely printed and most carefully edited. And

THE PRICE IS 25 CENTS

A Dollar's Worth for a Quarter

Special prices to jobbers and dealers when ordered in lots of ten or more copies. There isn't a dealer in the country who cannot sell at least ten Manuals every month. As a matter of fact, it isn't necessary to sell the Manual; it sells itself. Show a copy to anyone interested in the motorcycle, and the sale is made.

Address all communications and make all remittances to

THE MOTORCYCLE MANUAL 51 [illegible]

TWO ECLIPSE SPEED

TO THE TRADE

After many years of experimenting, we now announce the Eclipse Two-Speed, which is generally acknowledged to be without a peer.

We brought out the Eclipse Clutch and were the pioneers in that line. The Eclipse Clutches of the Countershaft and engine shaft type stand forth today as the greatest advancement that has been made in the motorcycle industry, previous to the coming of the Two-Speed. We now offer the Eclipse Two-Speed and feel justly proud of it as being an article worthy of the name "ECLIPSE."

Recognized engineering principles demand that the reduction gear be placed as near the point of traction as possible. This is accomplished by placing the Two-Speed in the rear wheel, thereby reducing excessive strains on the transmission, which strains cause chain trouble, distortion of frames and excessive friction with a resulting decrease of power delivered at the point of traction. This principle allows the clutch to be placed in its proper position, namely—between the power plant and the reduction gear.

Eighteen months ago we quietly placed 12—1914 Eclipse Two-Speeds on the machines of cross country tourists, the average per machine being 10,150 miles. During the first six months of these gruelling tests such universal satisfaction was obtained that those familiar with the results, endeavored to persuade us to market the Two-Speed for 1913. We preferred, however, to patiently wait and continue with our testing and perfecting, unhurried by the announcement of other devices, until such a time as we could be positively sure that we were right.

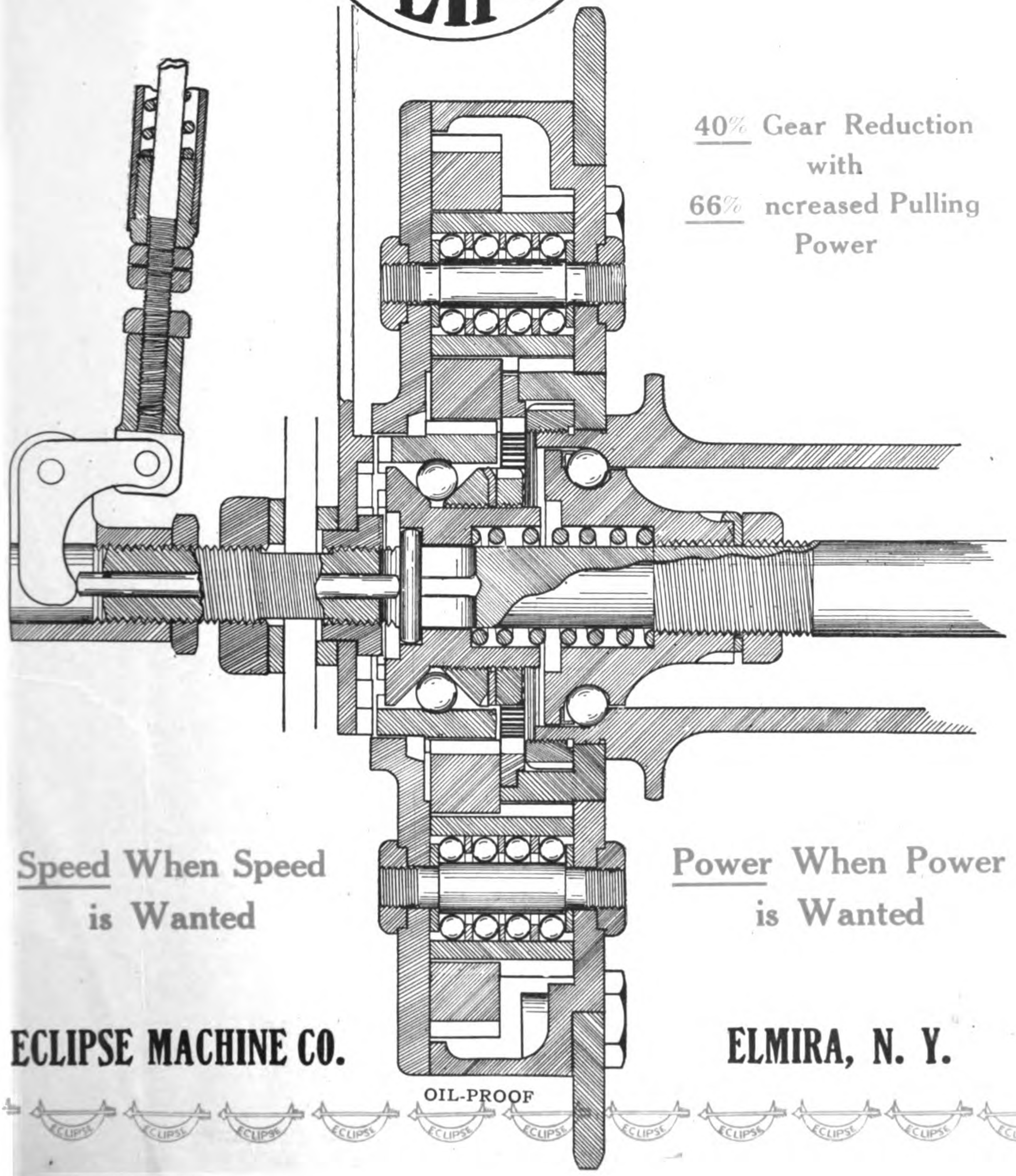
Our first experience was ten years ago (1903) when we experimented and built Two-Speeds for buck-boards and other light motor driven vehicles which were in vogue at that time, and we have been continuously working toward perfection ever since.

This experience is what we ask you to consider, Mr. Buyer, when thinking of Two-Speed equipment.

Write us today for particulars and name the machine you are interested in equipping.

ECLIPSE MACHINE COMPANY, ELMIRA, N. Y.

TWO ECLIPSE SPEED



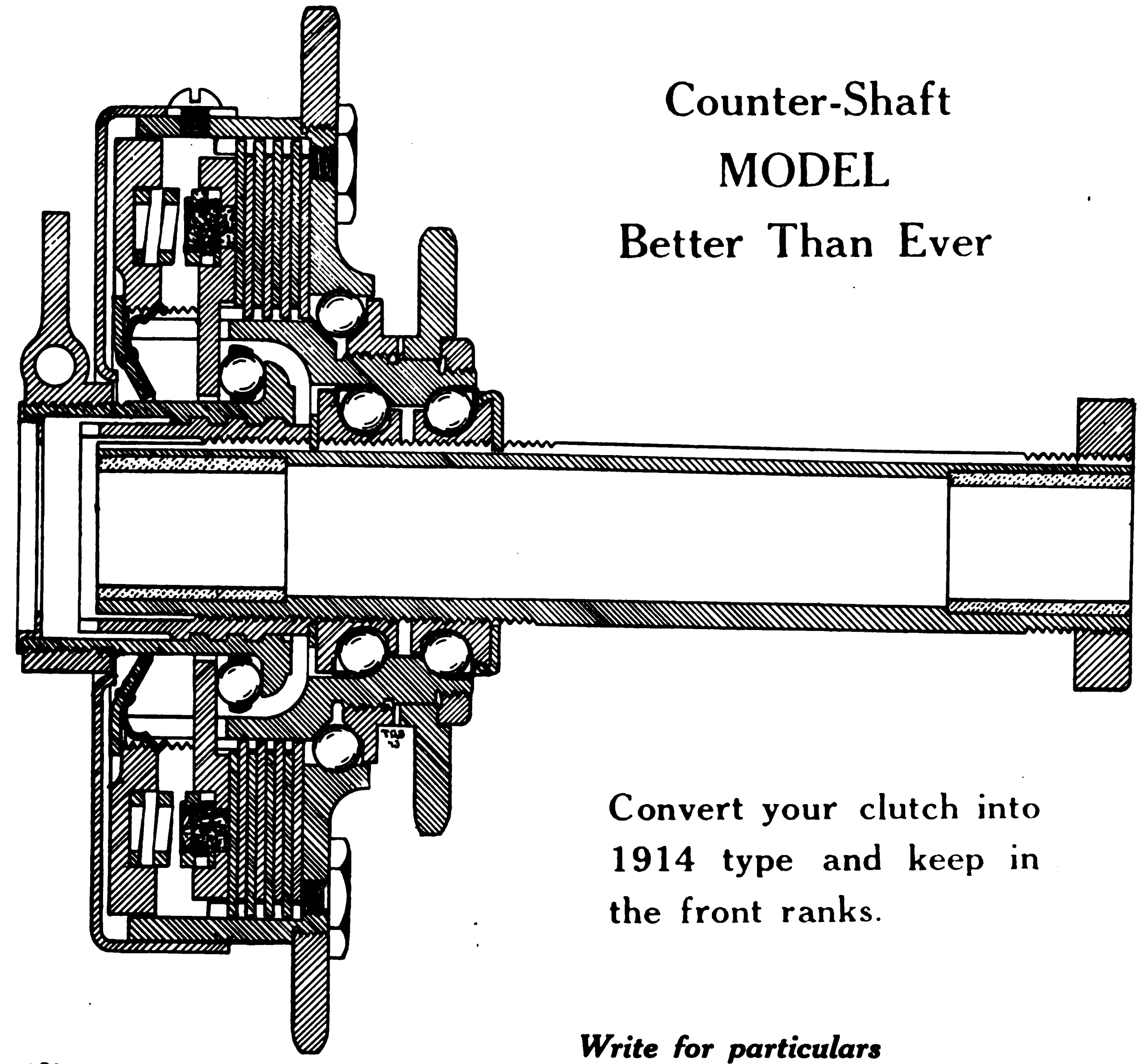
40% Gear Reduction
with
66% ncreased Pulling
Power

Speed When Speed
is Wanted

Power When Power
is Wanted

ECLIPSE MACHINE CO. **ELMIRA, N. Y.**

1914 ECLIPSE CLUTCH



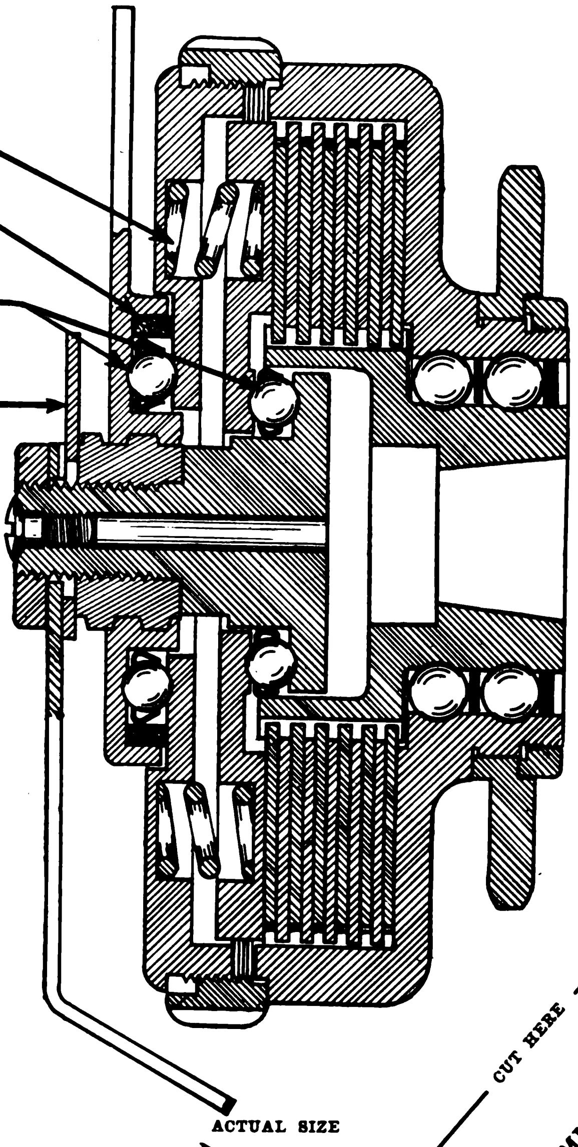
Counter-Shaft
MODEL
Better Than Ever

Convert your clutch into 1914 type and keep in the front ranks.

Write for particulars

ECLIPSE MACHINE CO.
ELMIRA, N. Y.

1914 ECLIPSE CLUTCH

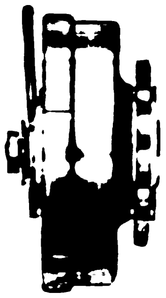

10 SPRINGS
FELT OIL RING
4" BALLS AND RETAINERS
ADJUSTING CLIP

CHAIN-DRIVE
ENGINE-SHAFT
MODEL

137 SQ. IN.
FRICTION
SURFACE

ACTUAL SIZE

**WILL FIT ANY 1911-12-13
AND '14 MACHINE**
of chain-drive engine-
shaft clutch type.



ECLIPSE MACHINE CO.
ELMIRA, N. Y

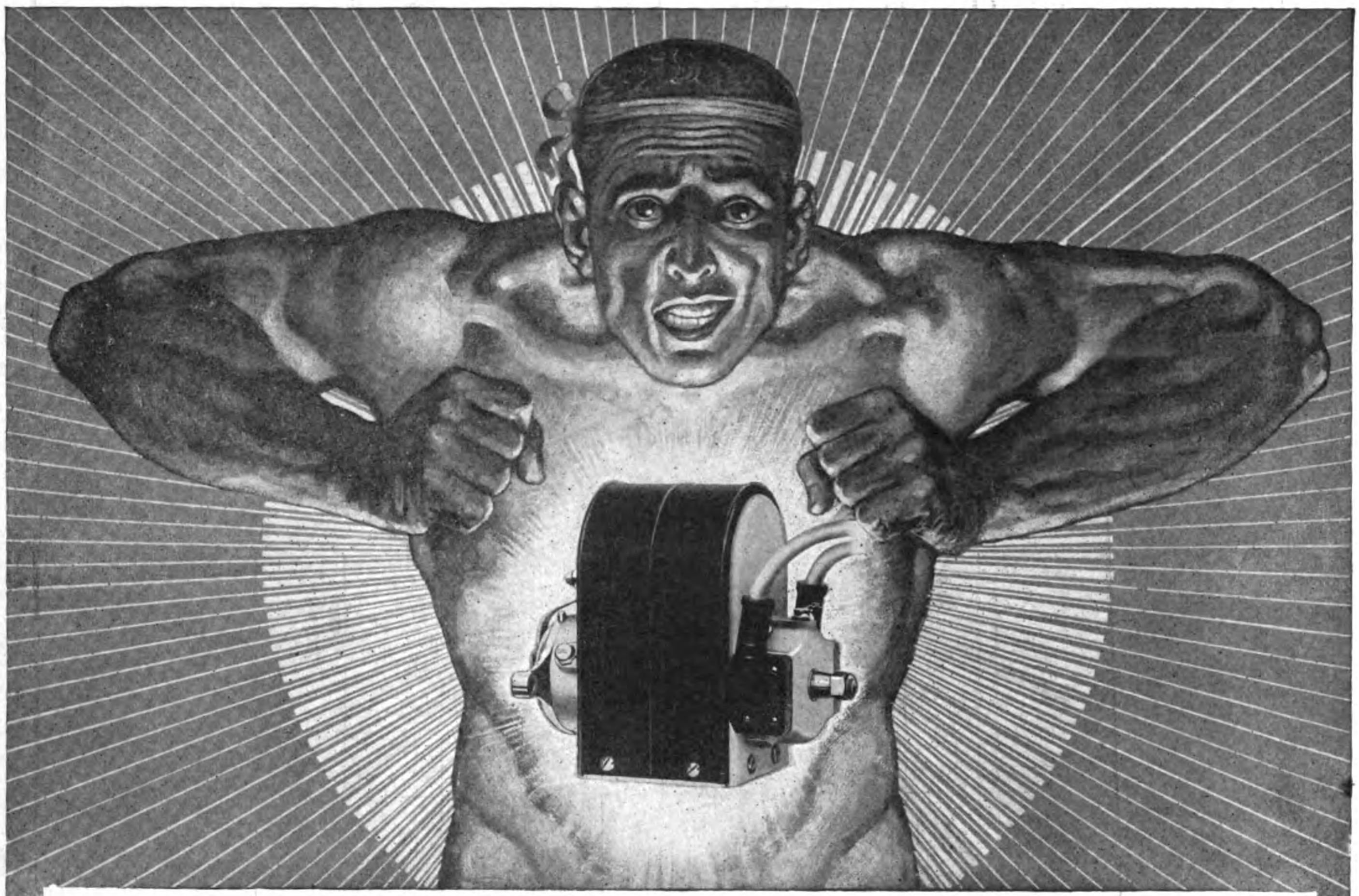
CUT HERE

Date..........................191..

ECLIPSE MACHINE CO.,
ELMIRA, N. Y.

Send me 1914 Clutch Circular.

Name..
Street..
Town..
State..M. I.



"SPLITDORF EQUIPMENT!" was the general comment of the New York Show as it had been at the National Exposition at Chicago

The leaders are there good and strong in their adoption of SPLITDORF MAGNETOS—'tis only a matter of a short while, and the use of SPLITDORF MAGNETOS will be universal.

Why? For the simple reason no instrument manufactured gives the hot, fat spark—the quick pick-up—the lightning get-away like the SPLITDORF.

Equipped or not-equipped—SPECIFY SPLITDORF. Don't take "No" for an answer. The manufacturer of any make of motorcycle will give you a SPLITDORF if you insist and it is up to you to insist loud and long.

SPLITDORF ELECTRICAL COMPANY

ATLANTA, 10-12 E. Harris St.
BOSTON, 180-182 Mass. Ave.
CHICAGO, 64-72 E. 14th St.
DETROIT, 972 Woodward Ave.
KANSAS CITY, 1823 Grand Ave.
LOS ANGELES, 1226 S. Olive St.
NEWARK, 290 Halsey St.
NEW YORK, 18-20 West 63d St.
PHILADELPHIA, 210-12 N. 13th St.
SAN FRANCISCO, 1028 Geary St.
SEATTLE, WASH., 1628 Broadway
LONDON
BUENOS AIRES

Factory: NEWARK, NEW JERSEY

What We Have Never Mentioned

We have never mentioned the names of all those motorcycle manufacturers who are using our chains on their machines and who, year after year, have given "Duckworth" the preference over all other makes.

What We Have Not Disclosed

We have not disclosed the names of those motorcycle manufacturers whose engineers stipulated "Duckworth" in their specifications, but whom we were compelled to disappoint by reason of our production capacity being taxed to the limit, filling orders from other sources.

Our Reason for This Reticence

has been, first, our dislike of unnecessary self-exploitation; second, our satisfying volume of business; third, our unbounded faith in the excellence of "Duckworth" chains and their ability to speak eloquently of their own merit; fourth, our preference to let the actual performance of "Duckworth" chains influence the decision of the manufacturers of motorcycles, and NOT the fact that others are using them and still others would if they could.

"DUCKWORTH" CHAINS

Have Promoted Motorcycle Progress

Deep thinkers and keen observers will look for the reason for the ever increasing popularity of the motorcycle and for the gigantic jump in production during the past few years.

They will find it first in the marvellous efficiency of American motors—their lightness—compactness—flexibility. Then they will look further, and realize that the *transmission* of that power in a smooth, unending wave of forward impulses, silently, without the loss of an iota of power—that has been another big factor in promoting the prestige of the motorcycle.

DUCKWORTH CHAINS enjoy the unexampled reputation of being made by the oldest manufacturers of motorcycle chains in America. The consistent maintaining of an exceptionally high standard of quality—has invariably assured to us the cream of the motorcycle business in America.

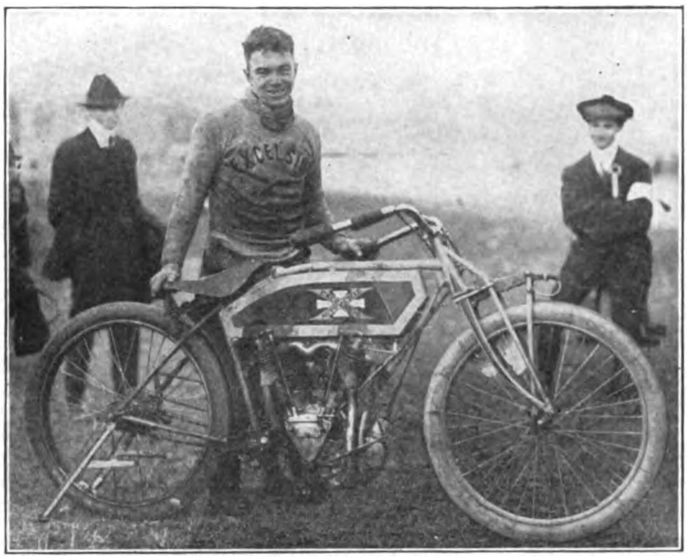
We point to no enormous plants—devoting about one-fifth of their capacity to the manufacture of motorcycle chains. We do not claim an army of workmen. But we do maintain that every one of our employees is a highly trained specialist in the art of chain making—that every foot of our plant is devoted exclusively to the manufacture of cycle chains.

And upon the significance of the statements made above do we rest our case.

THE DUCKWORTH CHAIN & MFG. CO.

SPRINGFIELD, MASS.

QUALITY THAT WINS



BOB PERRY

Riding a Model 7 S. C.

EXCELSIOR

WON THE

Savannah Grand Prize Road Race

303¾ miles in 4 hrs. 45 min. 9 sec. actual riding time; an average of over 62 miles per hour.

The record of the race tells the story of

Excelsior Supremacy

1913 has been an Excelsior Year in Speed and Reliability, as proven by three-fourths of its 100-mile races being won on Excelsiors, which hold the following World's Records:

1 mile	36 sec. flat	3 miles	1.50⅗	5 miles	3.07⅗	30 miles	20.18⅕	75 miles	50.55⅖
2 miles	1.12⅘	4 miles	2.29⅘	10 miles	6.18	50 miles	33.55⅕	100 miles	68.01⅘

also world's records on dirt tracks for 10—100 miles and most intervening distances.

Bear in mind that these races were all won with Excelsior motors of strictly stock design, which simply upheld the Excelsior reputation as the machine that

ALWAYS MAKES GOOD

7 models for 1914 all described in our new catalog.
Write for it today or see the nearest dealer.

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Sts., Chicago

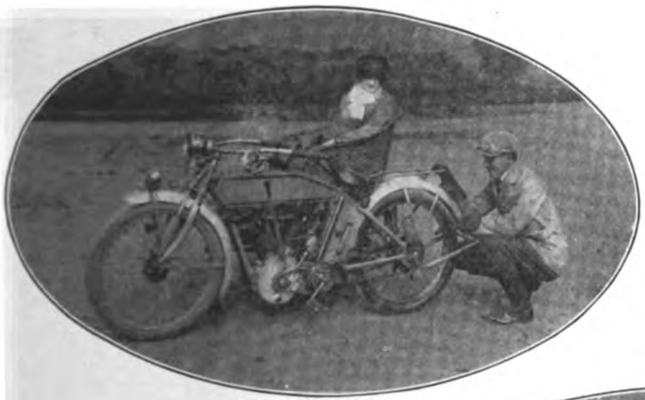
If it's a NEW DEPARTURE AUTO-TYPE you have taken the proper precaution

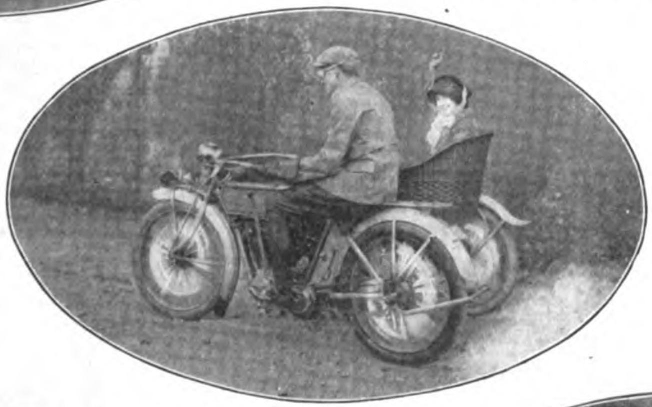
When you invite your best girl for a side-car ride, you naturally take every precaution against accident. It is important that the more difficult control of the machine because of added weight and momentum should be provided for.

The New Departure auto type coaster brake gives you instant, constant and positive mastery of your machine.

It has proved to be strong enough to hold an automobile. It cannot wind, bind or lock—in fact, is better than a hundred accident policies.

This is the brake one manufacturer tried to destroy on a high-powered machine and failed in the attempt. He tells you it is 400 per cent. efficient, strong and reliable—which is only another way of saying, four times better than it need be.



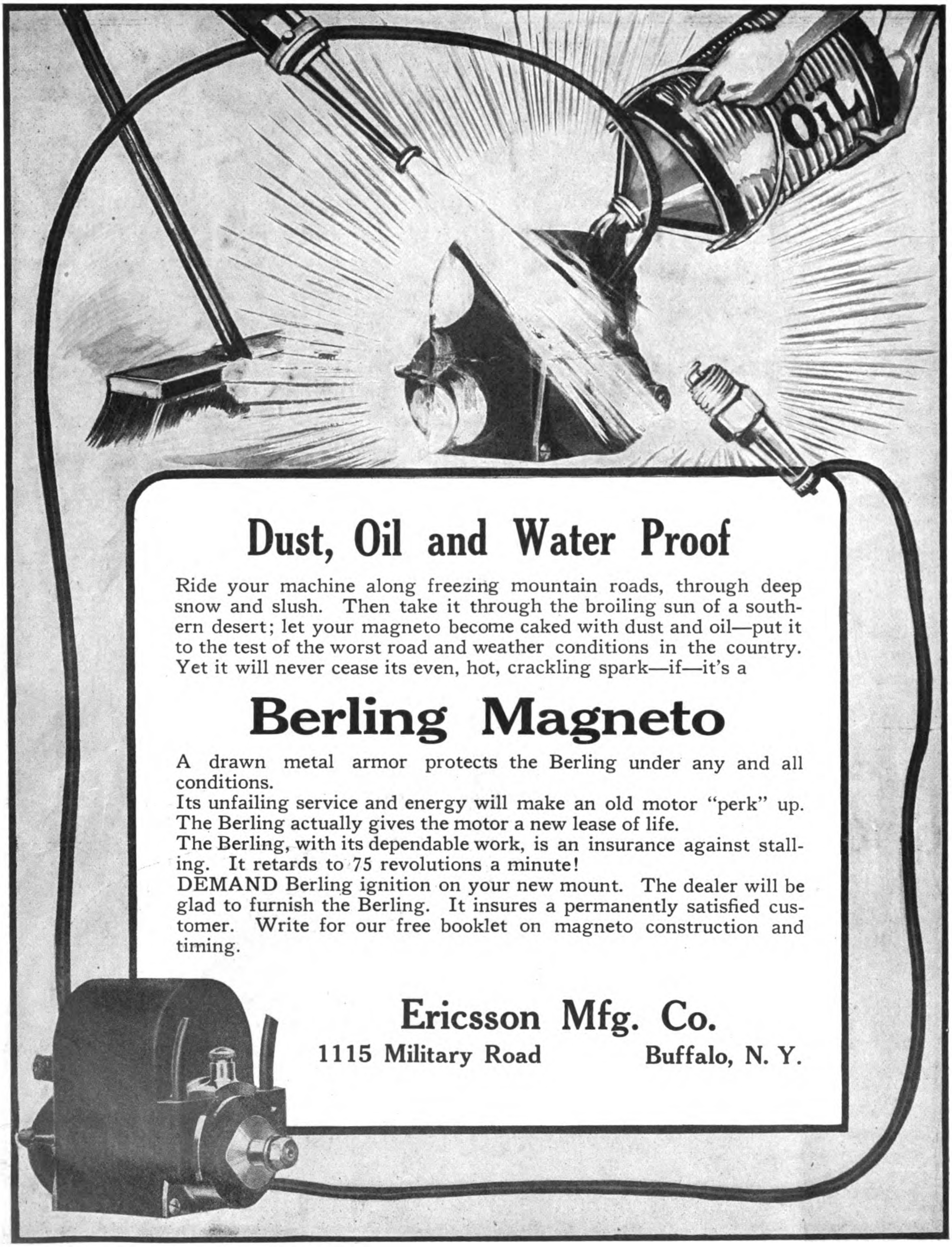


Percy persuades Violet to take a side-car ride. Violet is a little timid, but is assured that accidents "just can't happen" when the New Departure is in the rear wheel. She takes her seat in the car and Percy demonstrates the ability of the New Departure so completely that all her misgivings disappear. The exhilarating fun of the spin is thoroughly enjoyed. In fact, when arriving home, Violet is anxious to know when the next ride is coming, for she now has absolute confidence in Percy when he tells her the New Departure makes all roads safe, and every ride delightful.

This wonderful brake was exhibited and demonstrated at the Chicago Show and interested thousands.

If you have not received the illustrated description of this "400 per cent." motorcycle coaster brake, send in your name for one today.

The New Departure Mfg. Co., Bristol, Conn.



Dust, Oil and Water Proof

Ride your machine along freezing mountain roads, through deep snow and slush. Then take it through the broiling sun of a southern desert; let your magneto become caked with dust and oil—put it to the test of the worst road and weather conditions in the country. Yet it will never cease its even, hot, crackling spark—if—it's a

Berling Magneto

A drawn metal armor protects the Berling under any and all conditions.
Its unfailing service and energy will make an old motor "perk" up.
The Berling actually gives the motor a new lease of life.
The Berling, with its dependable work, is an insurance against stalling. It retards to 75 revolutions a minute!
DEMAND Berling ignition on your new mount. The dealer will be glad to furnish the Berling. It insures a permanently satisfied customer. Write for our free booklet on magneto construction and timing.

Ericsson Mfg. Co.
1115 Military Road Buffalo, N. Y.

RENOLD

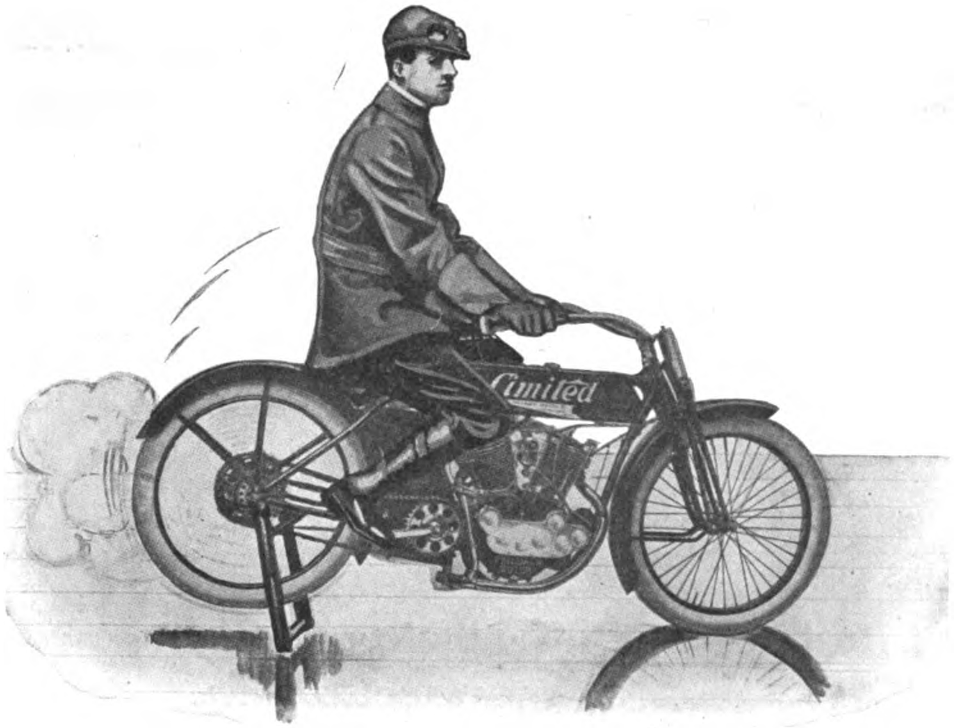
"The Chains of Proven Reliability"

Mr. Rider, when purchasing chains for replacements or specifying chains for your new mount, do not allow yourself to be influenced by example. Do not follow blindly where your dealer advises you. His judgment may be good, but make him show you. Chains are an important part of your motorcycle. They influence to a large extent your comfort, your satisfaction and even your safety. No fitment demands such careful inspection as your chain. And RENOLD chains invite not only merciless inspection but also welcome the most severe tests—for they are "made to make good."

Renold chains are used on more than 90% of all English motorcycles, as well as on a number of leading American models. Their presence in this country, after but a year's service, is being felt. Riders are learning to specify RENOLD, "The Chains of Proven Reliability." They have learned by experience to have confidence in the chains that have thirty-three years of cycle-chain manufacturing experience behind them—the chains that have won three Tourist Trophy Races in succession—the chains that stand alone to-day as being the highest example of the chain-maker's art—the product of the father of all cycle chains, Hans Renold.

Our interesting and instructive little booklet, "Hints on Chain Drives for Motorcyclists," is yours for the asking. Get it to-day.

Peter A. Frasse Co.
410 Canal St., N. Y.



The Vibrationless Limited

FEILBACH MOTOR CO.
MILWAUKEE,
WIS.

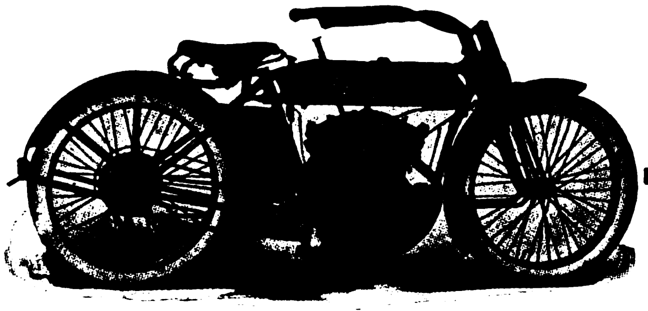
"The Pullman of Motorcycles." No new name this, but the LIMITED really deserves the title. Here's a test for vibration. Run any motorcycle onto a hardwood floor. Set it on the stand and start it. Watch it skate around backwards all over the floor. Try the same stunt with the LIMITED. Open the throttle to its widest—advance your spark—THE LIMITED DOES NOT MOVE ONE INCH FROM ITS POSITION! There's vibrationless power for you!

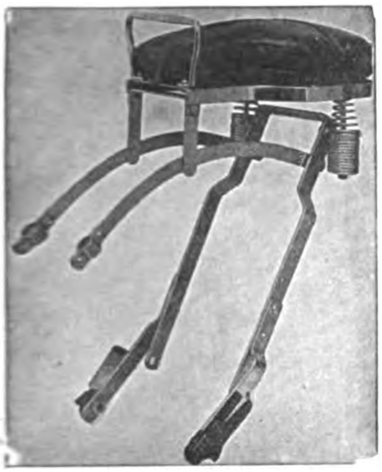
The LIMITED tunes up like a six-cylinder automobile—with the same lack of jarring vibration—with the same smooth "purring." That's one big comfort feature. Another is its powerful horizontal shock-absorbing spring seat post. There are four feet of longitudinal springs which run the entire length of the second tube in the frame. There is nothing directly beneath the saddle. The rider actually rests on air.

Last, but by no means least, the power plant of the LIMITED combines power, silence, strength and reliability—raised to the highest degree of perfection. Perfect machining, large bearings, wide-faced gears, automatic oiling system, entirely independent, controlled by speed of the motor—features like these support our firm contention that the LIMITED power-plant stands head and shoulders over any other motorcycle motor on the market today.

Write for further particulars and dealer's terms.

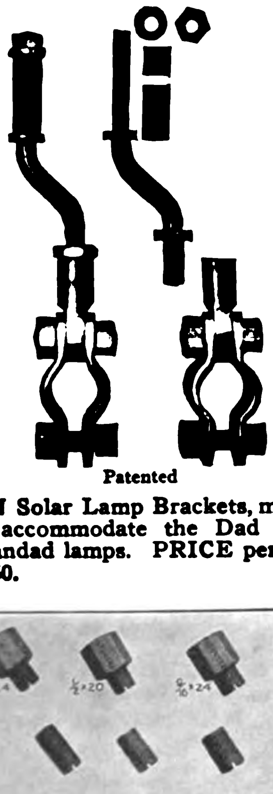
Feilbach Motor Co. **1148 Holton Street**
MILWAUKEE, WIS.





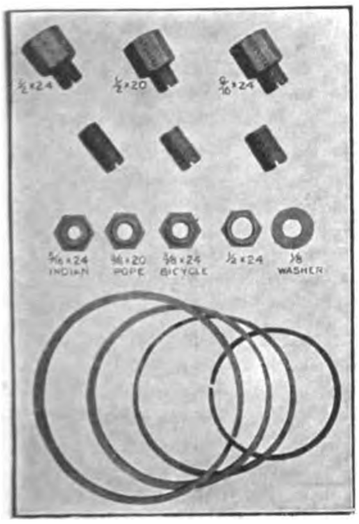
Patented

F-N Combination seat and Luggage carrier. PRICE $10.00. Pacific Coast and Rocky Mt. States, $10.50.



Patented

F-N Solar Lamp Brackets, made to accommodate the Dad and Grandad lamps. PRICE per pr. $1.50.



F-N Double locking Extended axle nuts (Patented) cost you no more than the ordinary extension nuts of other makes. PRICE per pair, 30 cents.

The F-N Tandem Seat

The safest, strongest, lightest, easiest riding Tandem Seat in the world. Will carry the lightest and heaviest passenger with equal comfort, a feature obtained by the use of the F-N compound springs. An exclusive F-N feature. As are also the Bias folding foot rests. The extremely low position is also a feature not to be overlooked. NOTE THE PRICE, $10.00, with a liberal discount to the trade.

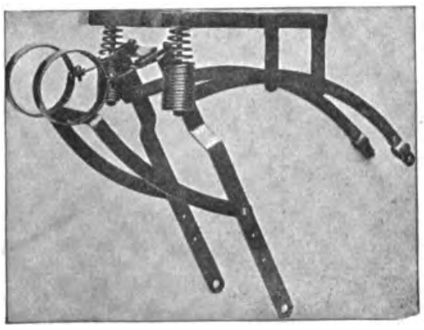
F-N Motorcycle Accessories

The Dealer's Road To Prosperity

We Wish the Trade and
All Motorcycle Riders
a Happy and Prosperous New Year.

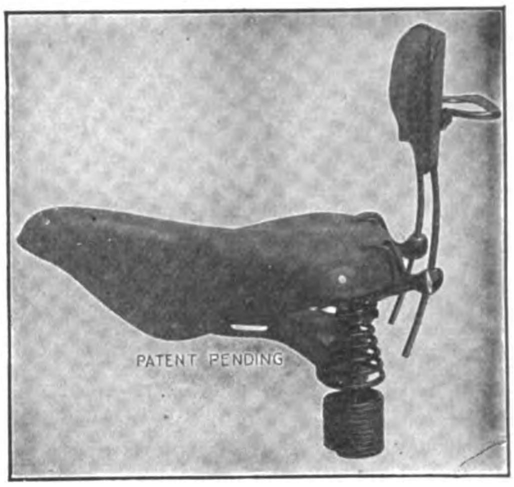
FENTRESS-NEWTON MFG. CO.

DETROIT, MICH.

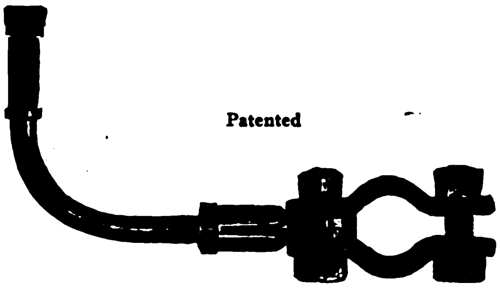


Patented

F-N Prest-O-Lite tank holder can be attached to any F-N Tandem. PRICE $1.50.

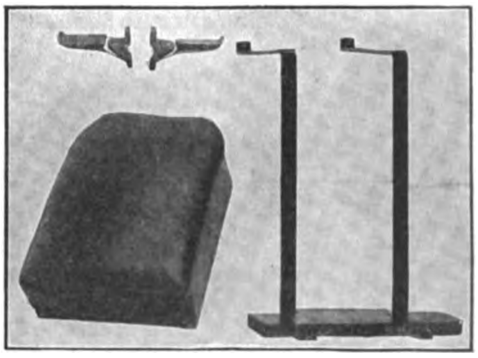


The F-N adjustable back rest. The best selling accessory on the market. No more back aches. No more stewed kidneys. Comfort for the motorcyclist at small cost. PRICE, $2.50.



Patented

F-N Universal Lamp Brackets. All positions on any style handlebar. Every part plated and polished to conform with finish on the Motorcycle. PRICE $1.50 per pair.



F-N Spring Cushion, quality only considered in the make up of this article. PRICE, $2.50.

F-N Frame Foot Rests, fold up from front or bottom. PRICE per pair, $1.50.

F-N Foot Board for pillion riding. PRICE, $1.00.

The Sturdy EMBLEM

Always Has Been and Always Will Be the Pacemaker

Every model that leaves the EMBLEM plant strengthens the solid EMBLEM reputation, for reliable, durable, silent, comfortable and swift service.

No motorcycle made has achieved and **held** such a consistent reputation for reliability as has the EMBLEM. Every day some new EMBLEM record is made. And every day some old EMBLEM record is shattered by a new EMBLEM—for only an EMBLEM can reach and break an EMBLEM record. Hence, the following records will stand for many a day as the motorcycle's greatest attainments—but they **may** be beaten by EMBLEMS to come.

The Golden List of Emblem Deeds

100 miles World's Record for a belt-driven twin cylinder motorcycle on a dirt track, won by George Evans at Columbus, September 17, 1911. Chicago to New York record, over 1,050 miles, established by M. E. Gale on an EMBLEM Twin, August, 1910. Time 35 hours. This record has never been broken.

The EMBLEM holds the 100 miles World's Record for a belt-driven single on a dirt track, won by L. S. Taylor, on an EMBLEM 4, September 10, 1910.

Mr. and Mrs. Gale were the first to cross the continent, tandem, on a motorcycle, the EMBLEM, during the summer of 1912.

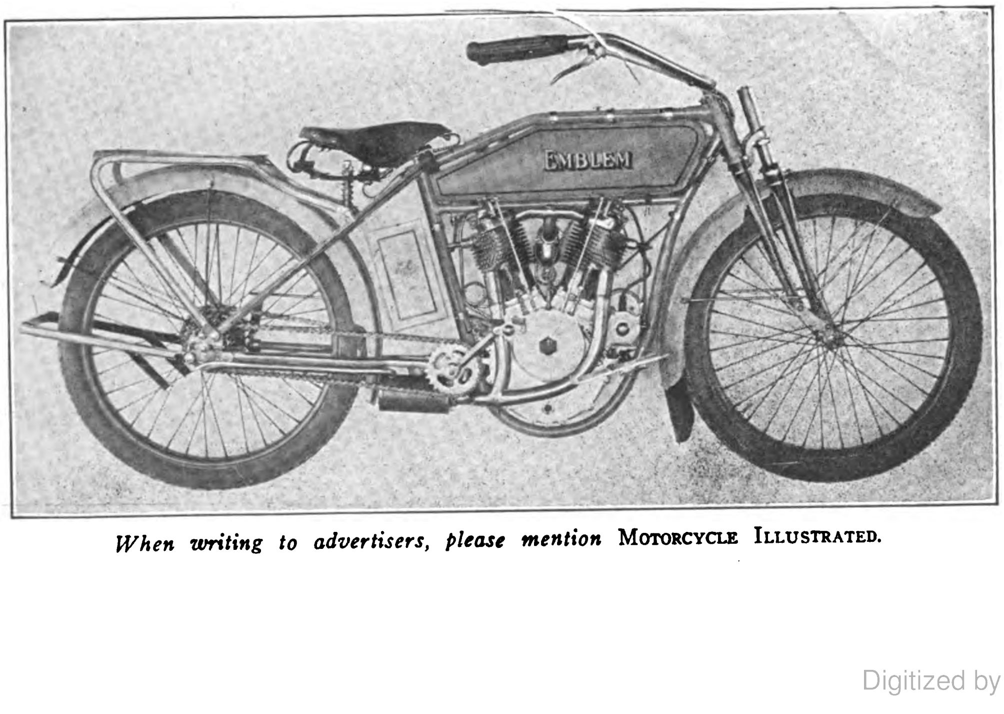
The EMBLEM, with two passengers went the distance between Angola, N. Y., and Boston, Mass., 600 miles in 19 hours, through driving rain and deep mud and sand. This is another record that will stand for a long, long time.

MODELS

Single, 5 H. P., 37 cu. in.
Price $200
Twin, 67 cu. in., V Belt or Chain
Price $250
Big Twin, 10 H. P. 76.6 cu. in.
Price $275

DEALERS

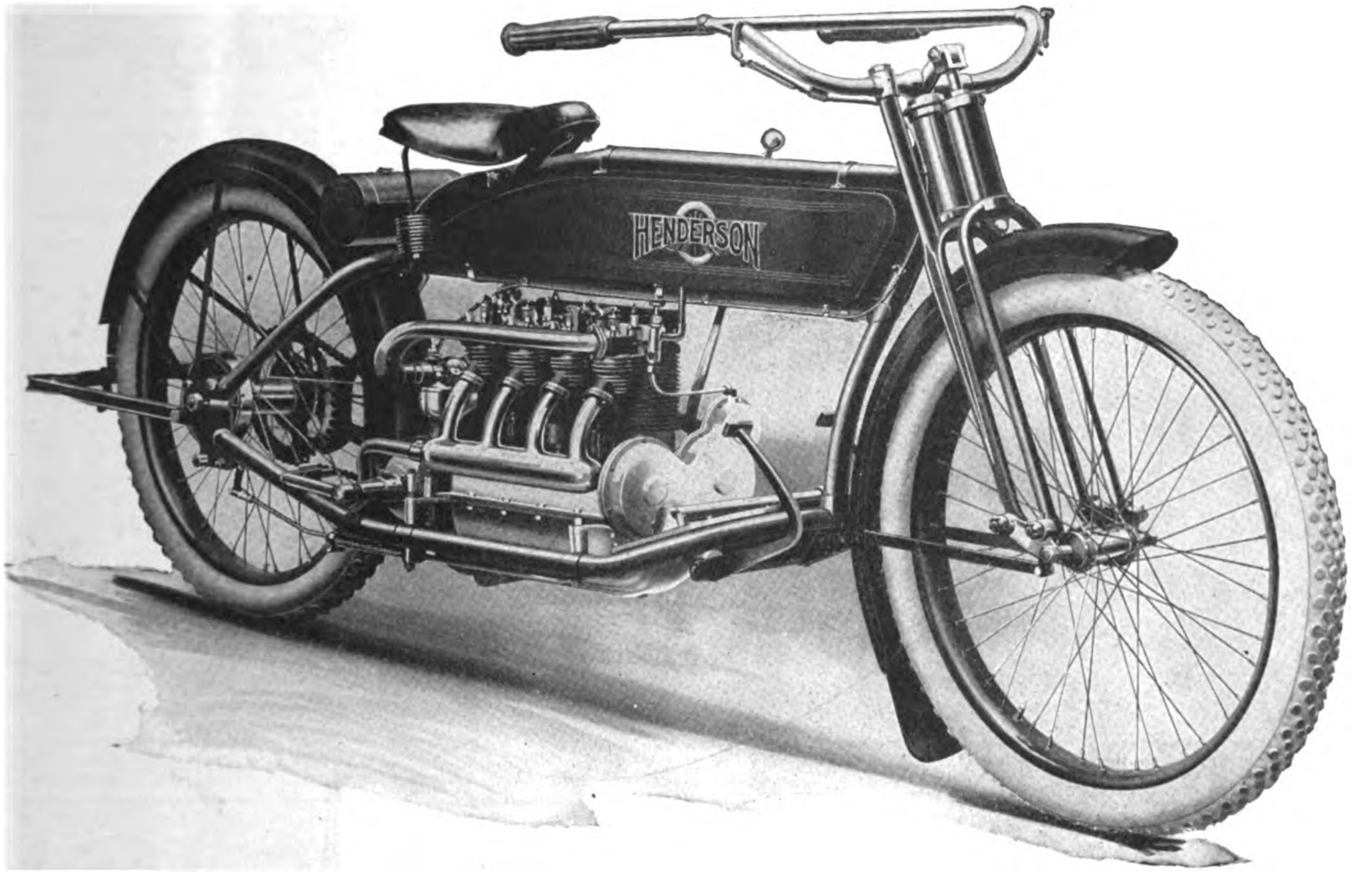
Aside from the many undeniable talking points with which the EMBLEM'S construction will furnish you, the many sterling performances of the sturdy EMBLEM will make sales a simple matter. Write for our liberal proposition.



Emblem Mfg. Co.

Angola, Erie Co., N. Y.

Why You Should Become a Henderson Dealer



4 cylinders, 8 h. p.	**$325**
Two-Speed Model	**365**
Tandem, complete	**20**

Because the Henderson will be the means of building up a permanent and profitable business for you.

Because the Henderson is absolutely without a competitor.

Because the Henderson appeals to the most desirable trade in the motorcycle business—the cash customer.

Because of the Henderson's transcontinental and globe-girdling records—convincing evidence of its strength and durability.

Because the Henderson possesses distinctive and convincing talking points which make it a quick and ready seller.

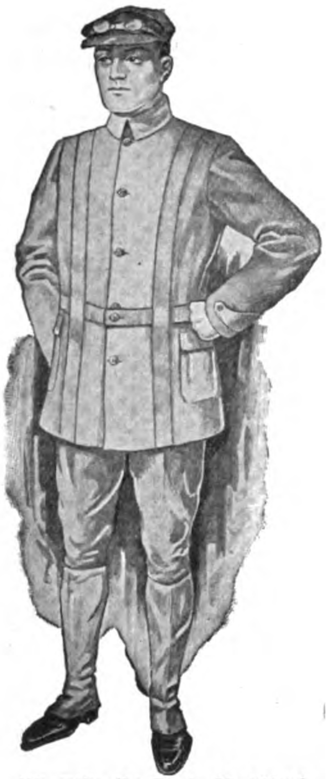
Because the men back of the Henderson have had years of experience in the manufacture of automobiles and know how to co-operate with the dealer.

See the Henderson while at the New York show. Talk with us regarding agency rights in your territory.

Send us your name and address and we will mail you Henderson literature that will be interesting and profitable.

HENDERSON MOTORCYCLE COMPANY, DETROIT, MICH

Loewenberg



We make the F. A. M. Official Uniform.

EVRDRI

"Proofed for Rain"

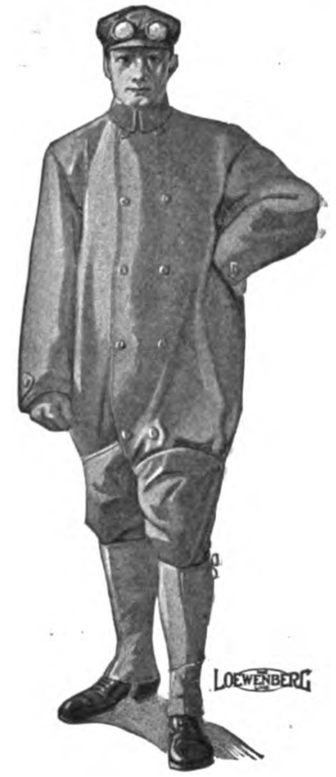
When Buying Clothes

for motorcycle use, be sure they bear the trade-mark EVRDRI. This is an absolute guarantee for quality —a shield from imperfections.

We have a full line of styles, including the F. A. M. official uniform and Norfolk and Double breasted models. EVRDRI is our special waterproofed cloth, but we make also in Khaki, Fustians, Moleskins, Corduroys and Priestloy Roseberry.

The Eloo Coat can be worn over a business suit, as a loose coat or tucked into leggins as shown.

Send for catalog.



Eloo Coat when tucked into leggins.

The Loewenberg Company

58 Colden Street, Newark, N. J.

Why Do 95% of the Belt Driven Motorcycles Equip with Spartan Belts?

There must be some good reason why 95% of belt-driven motorcycles are equipped with SPARTAN BELTS. The good reasons are many.

Combine tremendous strength, absence of stretching with durability and that flexibility so essential for perfect transmission service and you have the

Spartan Belt

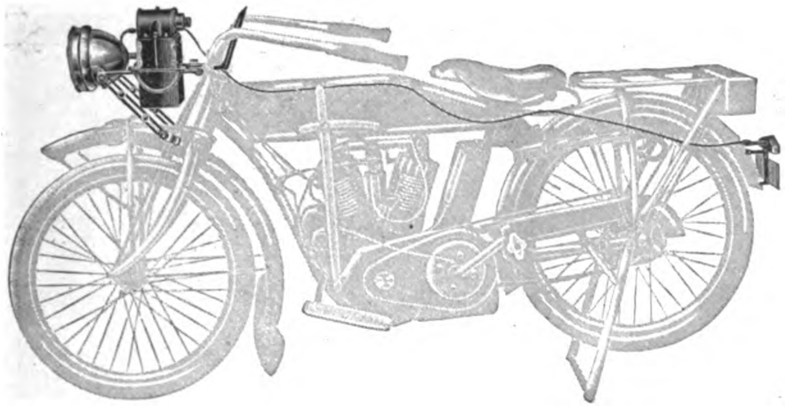
Another powerful feature of SPARTAN BELT construction is our secret process of tannage. By this process every SPARTAN BELT is given an "immunity bath," making it proof against all weather conditions. No heat, cold, water or other element can cause the SPARTAN BELT to lose its flexible, powerful efficiency.

If comfort, convenience, strength, long life, simplicity and silence hold any weight with you in the selection of a transmission, then SPARTAN BELTS have added another enthusiastic user to their clan.

We wish to extend to all of our friends our most cordial holiday greetings and heartfelt wishes for a bright NEW YEAR.

The Graton & Knight Mfg. Co. Worcester, Mass.

Branches In Principal Cities



WITH THE
OLD SOL
MOTORCYCLE LAMPS
OVERSIZE LENS

Electric Lighting Outfit

The "Old Sol" Electric Lighting Outfit can give efficient and eminently satisfactory service on all automobiles. But no automobile electric lighting equipment can withstand for any length of time the terrific abuse that "OLD SOL" Electric Lighting System is built for—motorcycle service.

A year before "OLD SOL" Electric Lighting System was put on the market—it was being tried and proven on the roads. It is no part of our policy to market a product that has not been tried and tested for a long time at our own expense—not at the rider's. We don't market first and test afterwards.

That is why, when we were ready to submit "OLD SOL" Electric Lighting Equipment for the approval of the rider, we KNEW that it was a finished product—a powerful, simple efficient, handsome, and ABSOLUTELY RELIABLE Electric Lighting Outfit. And from the tremendous flood of orders that engulfed us from the day of its introduction and continue to flow in, it is apparent that many others share in our knowledge.

Hawthorne Mfg. Co.

Bridgeport Conn.

The Sign of PREST-

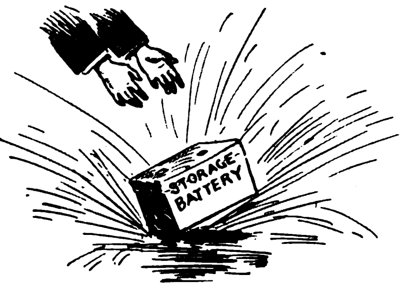
Safety—saving and satisfaction—these three big, strong points prove Prest-O-Lite unequaled.

You feel pretty sure you don't want to risk your safety to a toy storage battery, a delicate electric light bulb filament or a short circuit.

A few repair bills, a replacement or two and some "expert" service on the electric system will soon show you the saving of Prest-O-Lite.

As one owner has said—"The only way to get satisfaction out of electric lighting is to use Prest-O-Lite."

How About This?



Ask the dealer who tries to sell you a storage battery to hold it three feet from the pavement and let it drop.

See what happens.

The same thing happens if your electric lighted machine is tipped over from the curb or if you take a spill.

If the dealer won't risk such a test—why should you risk your safety on such equipment?

What Actual Tests Prove

The man who wants to sell you electric equipment will tell you about the "thousands of miles of service" the outfit has gone through.

Compare this with your own experience.

You know what rough roads are. Letters from hundreds of owners of electric lighted automobiles show that these outfits are not practical for touring.

Then figure on the smaller, less substantial outfit for motorcycles. What chance has the toy battery and little generator and the delicate electric lamp bulbs in real use?

If it sounds good—try it.

Experience will soon show you.

You can save money, time and trouble by insisting upon Prest-O-Lite and letting someone else try the other systems.

If you are really interested in **actual** tests of electric lighting outfits—use the coupon attached and it will show you what real experience has proved—what you will find out for yourself if you want to take the expense and risk of trying electricity.

In Any Combination of Equipment Insist Upon Prest-O-Lite

Several manufacturers and dealers are now offering a combination of equipment at an attractive price.

Any such dealer, no matter what motorcycle he sells, will give you Prest-O-Lite, instead of electric light, if you insist.

And if you know the real facts first, you *will* insist.

Use the coupon.

30 Days' Trial Free.

Experience—
O-LITE

We have a book that will tell you about experience with all systems of lighting.

It proves why electric light costs you many times more than Prest-O-Lite.

It shows why Prest-O-Lite is the choice of experienced drivers, why it gives the best road light, how it adds to your safety, and gives greater satisfaction.

Before you begin experimenting with electric lights, it will save you time, money and trouble if you get this book and read it carefully.

Dealers—Investigate First!

Get the real experience of any automobile dealer.

You'll find he is putting a lot of profit into trying to make good the claims of the manufacturer.

He can tell whether electric lights are simple—reliable and economical. It costs him more every day trying to prove these things.

Investigate.

Your customer has to pay **extra** for electric lights.

If you are making any combination offers include Prest-O-Lite.

It pays you a fair profit and you don't have to put all the money back into free service, repairs, adjustments and smoothing out "kicks."

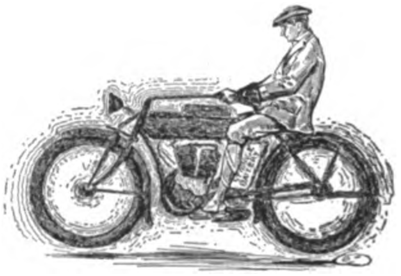
You know that you can stand behind Prest-O-Lite.

And if your customer—in spite of advice and experience—insists upon electric lights—

Go ahead—sell him—

But don't be responsible for the troubles. Let him pay for his experience—don't you "hold the sack."

How About This?



Well placed springs protect the rider from vibration, but they don't protect the electric light bulb filament, the connections, the delicate toy storage battery or the generator. Figure this out for yourself. Ask any electrician what this will do to the battery plates, etc. And remember that Prest-O-Lite is simple, strong and durable.

30 DAYS' TRIAL FREE

Our 30-Day Free Trial Offer gives you ample time to prove every assertion about Prest-O-Lite.

Ask the maker of any other system to let you try his light for thirty days.

He will doubtless prefer to have you pay the cost of experimenting. Don't do it! Make him give you proof just as Prest-O-Lite does.

The Prest-O-Lite Co., Inc.

246 Speedway
Indianapolis, Ind.

(Contributor to Lincoln Highway)

Exchange Agencies Everywhere

The Prest-O-Lite Co., Inc.,
246 Speedway, Indianapolis, Ind.

Send me free copy of Speedway Test Reports and other information about lighting systems.

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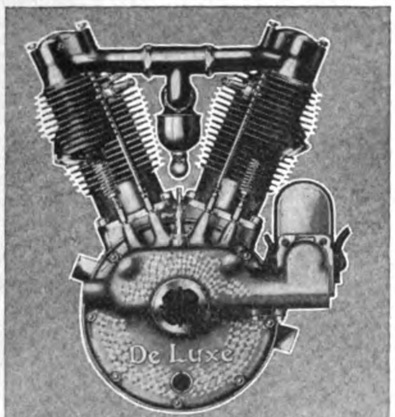
(Are you a dealer?..............)

Three's a Charm

The De Luxe Trio

DE LUXE MOTORS
THE HEART
OF THE VEHICLE



PLAIN MOTORS FOR MOTORCYCLES

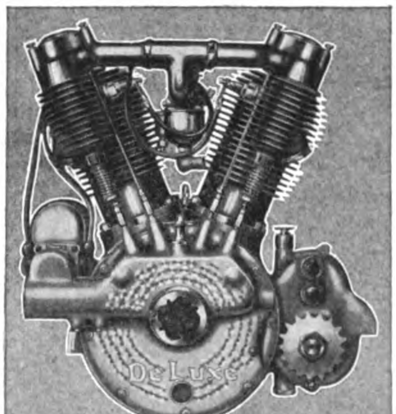
The DE LUXE Motorcycle Motor is a motor of distinction and proved value.

More noteworthy improvements are to be found in this motor than in all other makes.

Their actual performances in service have demonstrated that they are the Acme of Motor Perfection.

FOUR SIZES
For Chain or Belt Drive

4 H. P. Model M Single Motor
5 H. P. Model M Single Motor
7 H. P. Model O Twin Motor
9 H. P. Model O Twin Motor



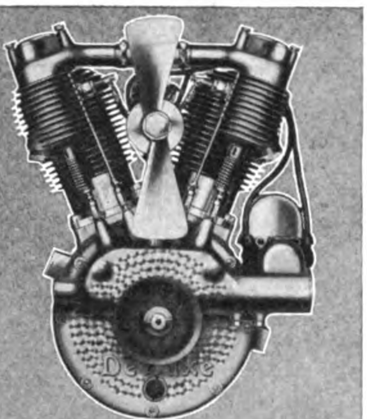
TWO-SPEED MOTORS FOR MOTORCYCLES

DE LUXE Two-Speed Motors, combining all the good features of the Plain Motors, with an improved type of transmission, made integral with the motor, meet the demand for a satisfactory Unit Power Plant for Motorcycles.

They are the "last word" in motor refinement for Motorcycles.

FOUR SIZES, for Chain Drive

4 H. P. Model S Single Motor
5 H. P. Model S Single Motor
7 H P. Model T Twin Motor
9 H. P. Model T Twin Motor



SPECIAL MOTOR FOR CYCLE-CARS

DE LUXE Cycle-Car Motors are the latest addition to the remarkably successful DE LUXE line.

To the characteristic features of DE LUXE motor construction have been added an extra fly-wheel, a cooling fan and an extended crank shaft for starting.

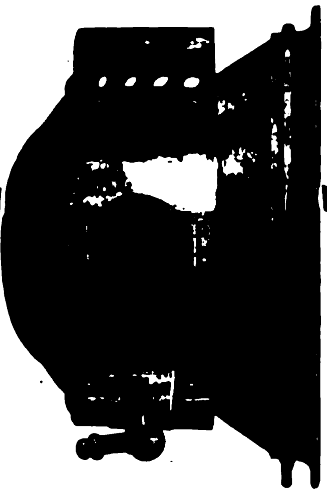
ONE SIZE
For Chain or Shaft Drive

9 H. P. Model "V" Twin Cycle-Car Motor

21

DE LUXE Motors for Motorcycles, Tri-Cars and Cycle-Cars
Send for Descriptive Catalog and Prices
(Patents applied for)

THE
F. W. SPACKE MACHINE CO.
INDIANAPOLIS,
INDIANA, U.S.A.



"Dad"

Solars Offer
Time-Proven Lamp Service

When you buy a SOLAR lamp you buy an assurance of dependable lamp service—you do no experimenting, for you know that SOLAR lamps are the product of motor lamp builders of 18 years' experience, who have yet to turn out an unsatisfactory model. The peerless reputation of SOLAR lamps is a by-word and a "buy-word" in the automobile field.

Solars
"The Lamps With a Pedigree"

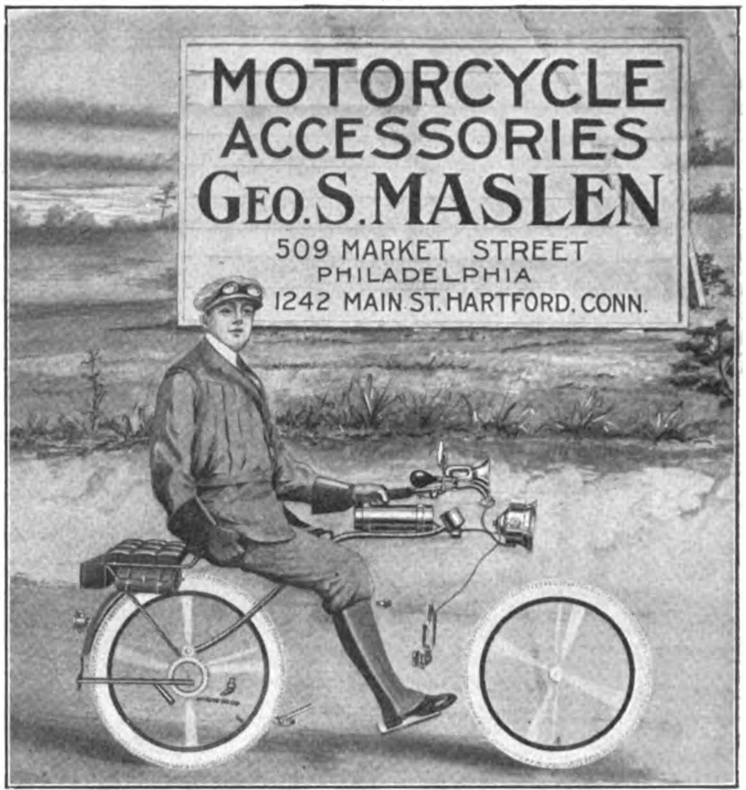
If you would assure for yourself time-proven lamp service, service that is dependable as sunlight itself, go to your dealer today and ask to be shown the SOLAR line.

He'll quickly convince you of the wisdom of joining the rapidly increasing number of SOLAR-equipped riders.

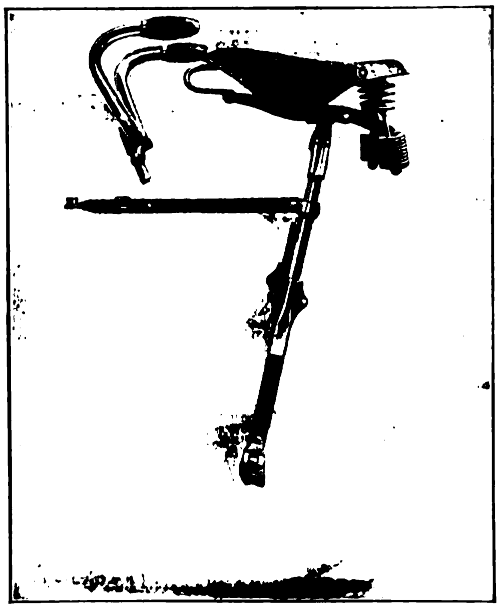
Mr. Dealer, write for our catalog and dealers' terms. Today—don't delay.

The Badger Brass Mfg. Co.
Kenosha, Wis. New York City

No. 194 Nickel, Flat Bracket....$4.25
No. 194P Nickel, Fork Bracket.. 4.25



Everything for the Motorcycle and Rider
1914 Catalogue Sent on Request
Try Our FREE DELIVERY Proposition



QUICK DETACHABLE FOR INDIAN

Consider Comfort

as one of the most important qualities in the tandem attachment you buy or sell, for no matter how handsome or how strong a tandem is, if it is not easy in riding qualities it is practically useless. The

Easy & Comfortable

Spring Tandem Attachment

not only is unusually strong, good looking and well made, but it's a winner for comfort qualities. It is especially designed for lady riders and they appreciate it.

When may we send you our catalog?

THE E & C MFG. CO.
1716 LUDLOW ST., PHILADELPHIA, PA.

CONTINENTAL RUBBER WORKS
ERIE, PA.

CONTINENTAL
ERIE, PA.

TRADE
NON-SLIP-LAG
MARK

CONTINENTAL-ERIE
SPRING FORK SLEEVE

CONTINENTAL-ERIE
MOTORCYCLE
BLOW OUT PATCH

Continental-Erie Accessories

The Most Complete Line of Sundries Made

Variety and Quality are the two dominant features of CONTINENTAL-ERIE ACCESSORIES. Everything the rider needs in the way of tire helps is incorporated in the line. ALL of them are necessities. The rider's tool bag should have a complete equipment of Continental-Erie Tire Helps.

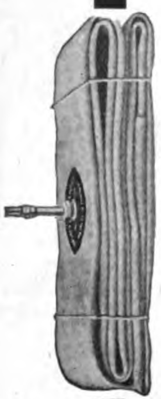
Special attention is called to the now famous Re-inforced Motorcycle Grip. This grip during the past season has proven itself the most sensible from the standpoint of durability and comfort, on the market. It can *never* break or lose its flexible resiliency.

Continental-Erie Non-Slip Lag

For the rider of a belt-drive motorcycle Non-Slip Lag increases the life of the belt fully fifty per cent. Wrapped once or twice around the belt pulley and the rear wheel belt rim it prevents the belt from slipping and preserves its efficiency. No screws or nuts to cut the belt.

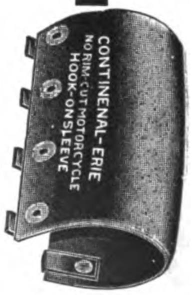
The live line for the jobber to handle.

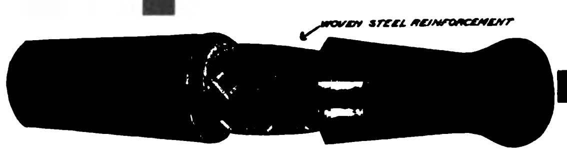
CONTINENTAL RUBBER WORKS, ERIE, PA.

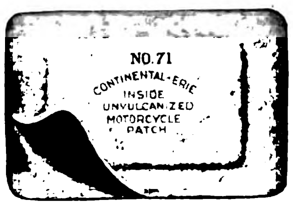


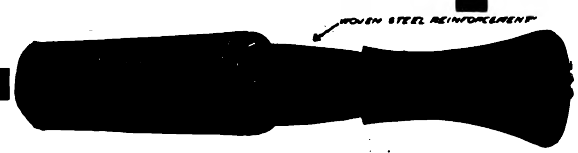
CONTINENTAL-ERIE
SPRING FORK BUMPER

CONTINENTAL-ERIE
MOTORCYCLE
REPAIR SLEEVE

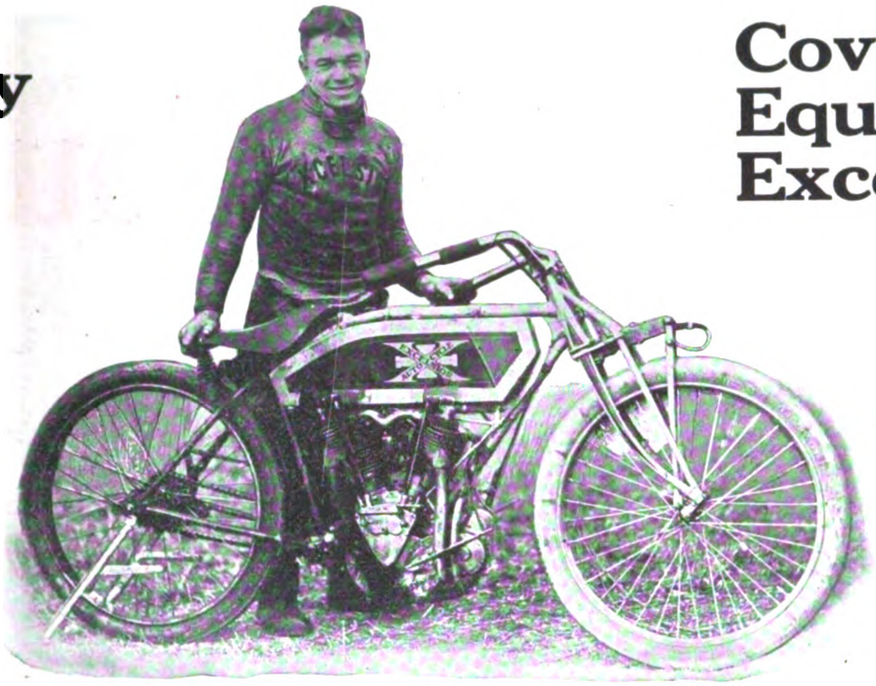

CONTINENAL-ERIE
NO RIM-CUT MOTORCYCLE
HOOK-ON SLEEVE


WOVEN STEEL REINFORCEMENT


NO.71
CONTINENTAL-ERIE
INSIDE
UNVULCANIZED
MOTORCYCLE
PATCH


WOVEN STEEL REINFORCEMENT

Bob Perry and his Coventry-Equipped Excelsior



A Triumphant Ending to a Record Year

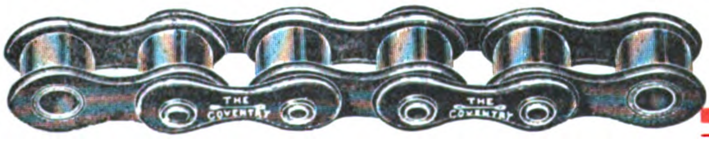
"THE COVENTRY" Chains transmitted the power that carried the "EXCELSIOR" to victory through the gruelling 300-mile Grand Prize Race at Savannah, Ga., December 27th. Second came a machine that was **not** fitted with "THE COVENTRY" Chains. And on the last lap the chains that were **not** "THE COVENTRY" Chains, broke and spoiled that Machine's winning chances. Draw your own conclusions.

"The Coventry" Chain

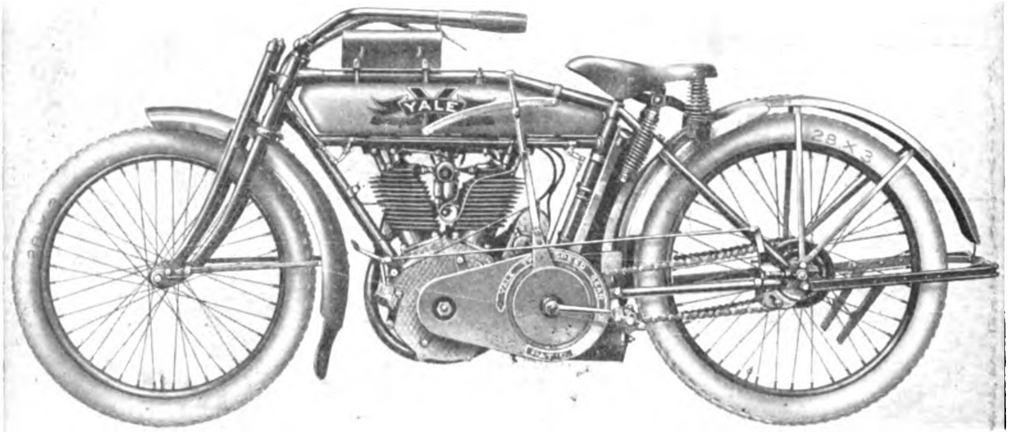
" The Motor's True Mate "

This last victory puts the finishing touch on a year of "THE COVENTRY" achievements. The "EXCELSIOR" Motorcycles have not only adopted ***"The Motor's True Mate,"*** but the 1914 models will also incorporate a new type of sprocket tooth redesigned according to "THE COVENTRY" specifications. "THE MOTOR'S TRUE MATE" has come into its own. It has made good. And with this last gratifying victory on the credit side of "THE COVENTRY" account, we turn the page to 1914.

Herbert F. L. Funke Co., Inc.
112 BROAD STREET, NEW YORK
Southern Distributors: Johnson & Meyer, Memphis, Tenn.



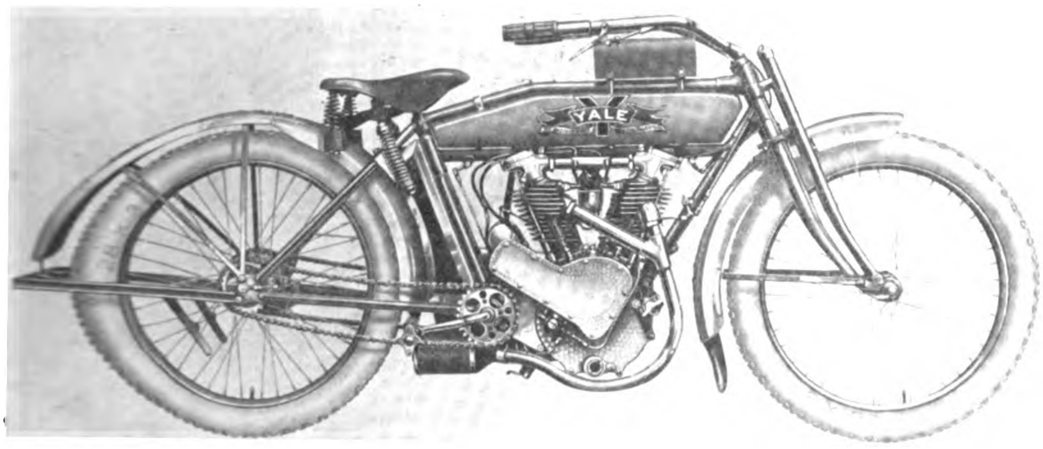
Service, the Foundation



LEFT side of new Yale, showing neat and compact two-speed transmission, controlled entirely by one simple lever. Insures ease of control and certainty of operation under all conditions. Sturdy reinforced frame, Cushion fork and Y-A Shock absorber give comfort on roughest roads. Three-inch (automobile size) tires,

DID you ever figure out the real meaning of "motorcycle value"? Simmered down to essentials, it means service—the service the machine will render you. For this reason the buyer of a Two-Speed Yale Motorcycle gets the greatest possible value for his money, as the matchless road capability of the "Big Y"—proved by decisive victories in the biggest endurance contests—insures faithful, unfailing service of the most efficient sort, under every condition met in widest travel. This service is carried even farther by the new Theft Insurance Policy that is given free to each owner of a Two-Speed Yale.

# of Yale Excess Value



RIGHT side of new Two-Speed Yale Twin, showing enclosed valve mechanism. Develops immense power and speed. Horizontal flanges give free circulation of air over both cylinders, insuring efficient cooling. Bosch magneto. Schebler carbureter. Positive mechanical oil pump.

THIS service is a valuable asset for every Yale dealer, because it clinches conviction in the minds of the scores of prospective buyers who are driven to his store by the unparalleled national advertising campaign of the "Big Y," and makes sales for him by even exceeding in actual performance the strongest claims made in printers' ink.

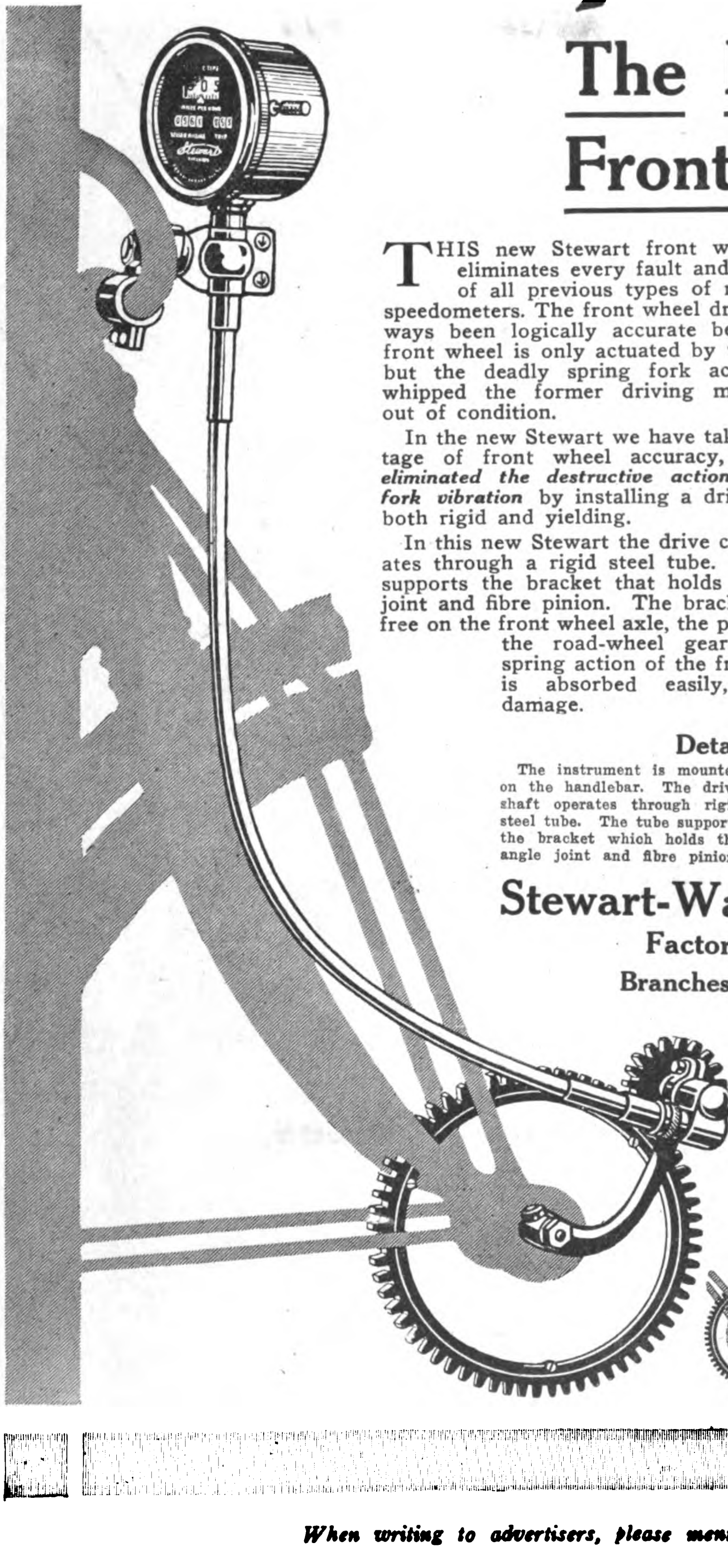
Possibly you could gain the Yale dealership in your territory, and so acquire this priceless asset. Write for our proposition.

The Consolidated Manufacturing Co.

1730 FERNWOOD AVE., TOLEDO, OHIO

Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY, Los Angeles and San Francisco
Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, and all kinds of Drop Forgings

$12 COMPLETE Stewart Motorcycle Speedometer



The First Practical Front Wheel Drive

THIS new Stewart front wheel drive eliminates every fault and drawback of all previous types of motorcycle speedometers. The front wheel drive has always been logically accurate because the front wheel is only actuated by the road—but the deadly spring fork action soon whipped the former driving mechanisms out of condition.

In the new Stewart we have taken advantage of front wheel accuracy, ***but have eliminated the destructive action of front fork vibration*** by installing a drive that is both rigid and yielding.

In this new Stewart the drive chain operates through a rigid steel tube. The tube supports the bracket that holds the angle joint and fibre pinion. The bracket moves free on the front wheel axle, the pinion *rides* the road-wheel gear, and all spring action of the front wheel is absorbed easily, without damage.

This new front wheel driven Stewart is the most satisfactory motorcycle speedometer ever made. Yet its price—only $12 complete—is the lowest in the history of the business. It combines the everlasting new Stewart front wheel drive with the magnetic Stewart instrument. The magnetic principle is the ***accepted*** principle. Over 95% of all speedometers now built are magnetic.

We also make a rear wheel driven Stewart. We believe that it is the best rear wheel driven instrument on the market. But rear wheel driving is not accurate. It shows false mileage. ***We recommend the new Stewart front wheel drive in preference.*** It tells nothing but the truth and will outlast any motorcycle in the world.

See that your new motorcycle comes equipped with this new Stewart—install one on the motorcycle you are now riding. For sale by dealers everywhere. Get yours today.

Details of the New Front Wheel Drive

The instrument is mounted on the handlebar. The drive shaft operates through rigid steel tube. The tube supports the bracket which holds the angle joint and fibre pinion.

This bracket moves perfectly free and takes up all spring action of front wheel, thus eliminating the springing and whipping wear common to all other drives.

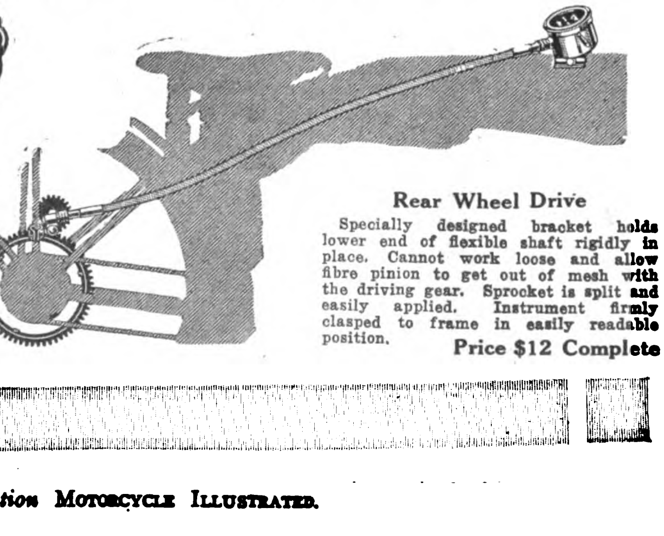
Season odometer registers 10,000 miles and repeat; trip odometer registers 100 miles and repeat. All speeds are indicated (even fractions of a mile) from zero to 75 miles an hour.

Stewart-Warner Speedometer Corporation

Factories: Beloit, Wisc. Chicago, Ill.

Branches: *Atlanta. Boston. Buffalo. Chicago. Cleveland. Detroit. Indianapolis. Kansas City. London. Los Angeles. Minneapolis. New York. Paris. Philadelphia. Pittsburgh. St. Louis. San Francisco*

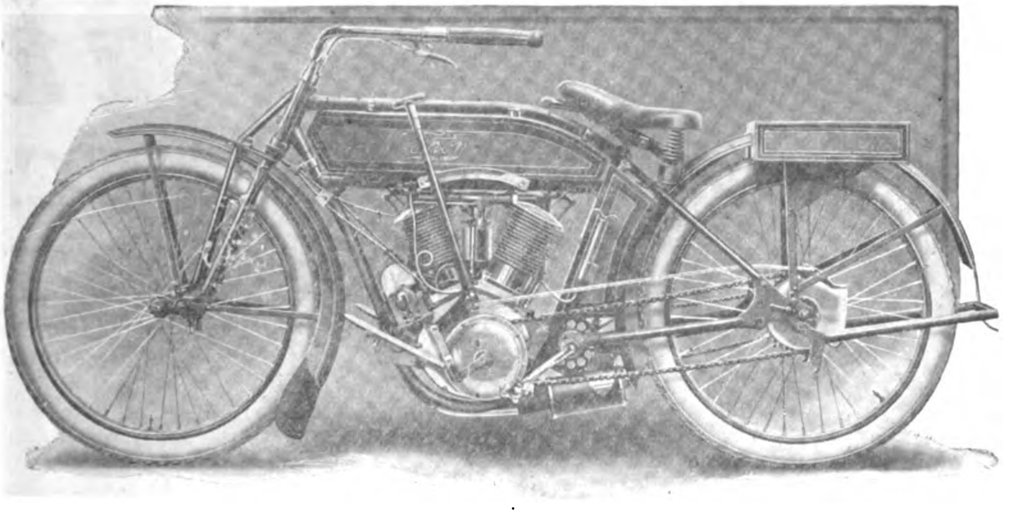
Nearly 100 Service Stations.



Rear Wheel Drive

Specially designed bracket holds lower end of flexible shaft rigidly in place. Cannot work loose and allow fibre pinion to get out of mesh with the driving gear. Sprocket is split and easily applied. Instrument firmly clasped to frame in easily readable position.

Price $12 Complete



Model 14-A—9-14 H. P.

The Thor Again Proves Its Consistency

Two *Thor* Motorcycles Finished Third and Fourth Place Out of Only Six Entries

In the great 300 Mile Road Race held at Savannah, The ***Thor*** showed that it doesn't matter much as to the number of motorcycles that start in an endurance or reliability contest, or road race, but the number to finish and their records for consistency and perfect scores. This Savannah ***Thor*** victory means much to the conservative buyer.

Our New Illustrated Catalog Is Just Off the Press. Write for It Today

Aurora Automatic Machinery Co., Thor Bldg., Chicago

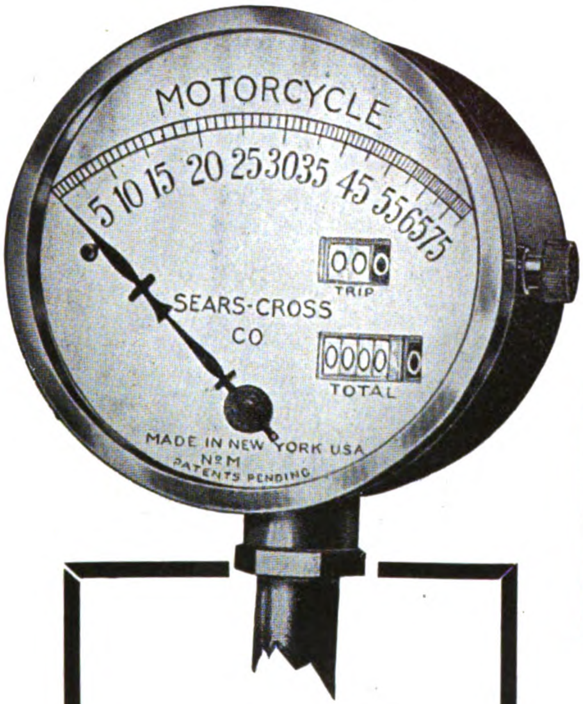
The *Thor* Now Sold at Popular Prices

Model 14A 9-14 H. P. Two Color Blue—$275.00
Model 14U 7-9 H. P. White or Blue—$250.00
Model 14W 5-7 H. P. White or Blue—$225.00
Model 14M 4-5 H. P. White or Blue—$200.00

Optional—Two Speed on all Models—$40.00 Extra

There's a Steady Demand

Aside from the fact that Svensgaard Motorcycle Accessories are at the topmost peak of quality, and therefore sure of a steady, consistent demand; the very nature of the articles we handle takes them out of the "novelty" class and makes them real sought-after necessities—things the rider **wants** and not articles for which has been created a fanciful demand. Hence, the SEARS-CROSS Spedindicator, the Dunham Sidecar, the Victor Exhaust Horn, the Crary Motor Speeder, the Detroit Motorcycle Starter and the Redmond Foot Rests, stand out amid the confusing mass of unnecessary fitments as really worthy and reliable **necessities.** Chief among them is the



Insured for Life!

We guarantee every SEARS-CROSS SPEDINDICATOR for LIFE! If, at any time, be it next year or ten years from now, any defective part is discovered—we'll make good. Not only that—but listen! We guarantee the shafting on the Sears-Cross Spedindicator against breakage under any circumstances—accidents included! We'll replace at any time a damaged shafting with a perfect one—and no questions asked!

Jobbers and dealers should write us at once on the strongest co-operative proposition ever put out. Powerful publicity will create a tremendous demand for the Sears-Cross. Benefit by it.

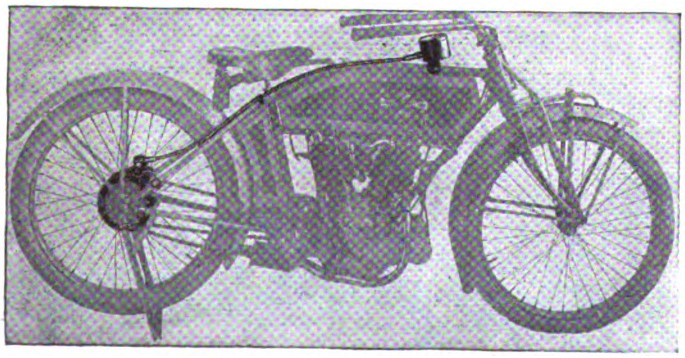
Sears-Cross Spedindicator

"Absolutely Accurate"

With its simple and absolutely accurate principle of operation, centrifugal force, its marvellously steady hand, the total absence of springs or pawls in its construction, its double flywheel, its odometer proven by twenty years of manufacture, its remarkable durability, assured by four sets of ball-bearings and, above all, its wonderful "life guarantee" that protects the purchaser until he stops riding motorcycles, the SEARS-CROSS holds out to the rider an absolute assurance of speedometer satisfaction.

The New "Inagin-Outagin" Drive

In addition to the two regular drives, the handlebar and backbone drive to the front wheel, by means of a flexible shaft to the top of wheel and from there to the hub by means of a rust-proof, piano wire belt—we have now completed the INAGIN-OUTAGIN rear wheel drive. This drive registers only when you are actually riding. It requires absolutely no attention on the rider's part. As soon as the machine is put on the stand for "tuning up" or starting, the recording mechanism on the SEARS-CROSS is automatically disengaged. This is the only successful device on the market today which does not require any attention on the rider's part.



PROMPT SERVICE FROM THESE BRANCHES

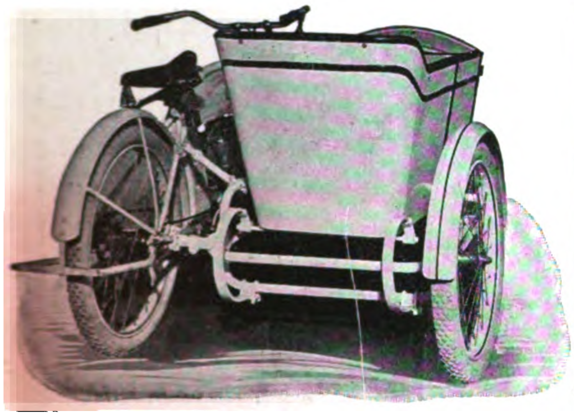
New York, 19 and 21 West 62nd St.; Philadelphia, Pa., 1418 Vine St.; Chicago, Ill., 2027 Michigan Ave.; Detroit, Mich., 650 Woodward Ave.; San Francisco, Cal., 624 Van Ness Ave.; Los Angeles, Cal., 332 West Pico St.; Kansas City, Mo., 3130 Main St.; Minneapolis, Minn., 915 Nicollet Ave.; Cincinnati, O., 2804 Woodburn Ave., Walnut Hills; Cleveland, O., 2010 E. 65th St.; Des Moines, Ia., 11th and Mulberry Sts.; Dallas, Tex., 1322 Commerce St.; Indianapolis, Ind., 510 No. Capitol St.; Milwaukee, Wis., 457 Milwaukee St.; Omaha, Neb., 713 So. 15th St.; Pittsburgh, Pa., 3417 Forbes St.; Sioux City, Ia., 310 Virginia St.; Boston, Mass., 49 Fairfield St.; Brooklyn, 147 41st St.; and Sears-Cross Speedometers, Ltd., 318 Euston Rd., London, N. W., Eng.

The Harry Svensgaard

for Svensgaard Necessities

Recognizing the need on the rider's part for the RIGHT Sidecar—one that combines in the largest degree comfort, safety, beauty, style, strength and low price—we combed the sidecar field dry—and by the process of elimination we fixed upon the sidecar that met every one of our critical tests and inspections—and came out with colors flying. Therefore, we have no hesitation in recommending the Dunham Sidecar as the highest perfection of sidecar construction—and we ought to know.

The Dunham Sidecar



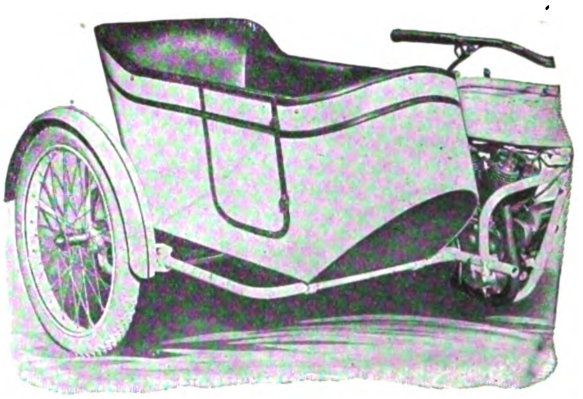
SPECIFICATIONS

Body of Automobile construction throughout, frame of ash, covered with steel. Door equipped with best lever lock. Upholstered with high grade imitation leather, padded with wadding and hair; nine coiled springs in seat.

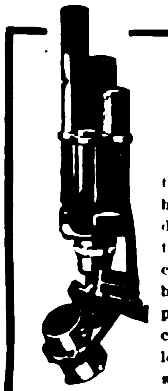
Frame of 10 gauge seamless tubing 1⅛" and 1¼" diameter. All fittings of steel and every joint reinforced, pinned and thoroughly brazed.

Wheels built from our own hub and "knock out" axle, 40 spokes with C. C. rim. We do not furnish tires unless they are specified.

Attachment fittings for all motorcycles. Two nuts and one draw bolt detach sidecar in one minute.

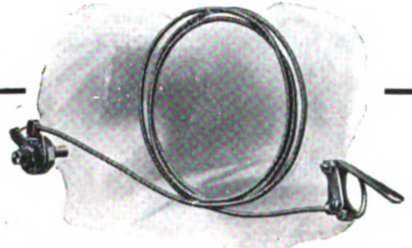


Here are four other Svensgaard necessities that sell like the proverbial "hot cakes." They bristle with selling features that mean quick and easy sales for the dealer.



Victor Exhaust Horn

A remarkably musical, penetrating and harmonious exhaust horn that contains none of the drawbacks of the usual exhaust type. **Sliding** valve prevents **clogging** of valve. There is no back pressure to detract from the power of the machine. Can be controlled by foot-pedal, hand lever or footboard control. Three sizes, 7, 9 and 12 inches.



Crary Motor Speeder

Positively adds 20% to your motor's power and reduces fuel consumption materially. We positively guarantee that the Crary Motor Speeder and Gasoline Saver will do what we claim. Try it out at our expense. If you do not find that it saves fuel, keeps the motor cool, livens up the motor, making it 20% faster and more powerful—we'll return your money. Write for special prices.

Detroit Motorcycle Starter

Keeps the cold air from entering the carburetor and makes starting in zero weather the matter of an instant. Your motor will positively start on the first compression stroke, every time. Simply close the starter, which gives you the rich mixture necessary. We have an attractive proposition for the dealer and jobber. Write us.

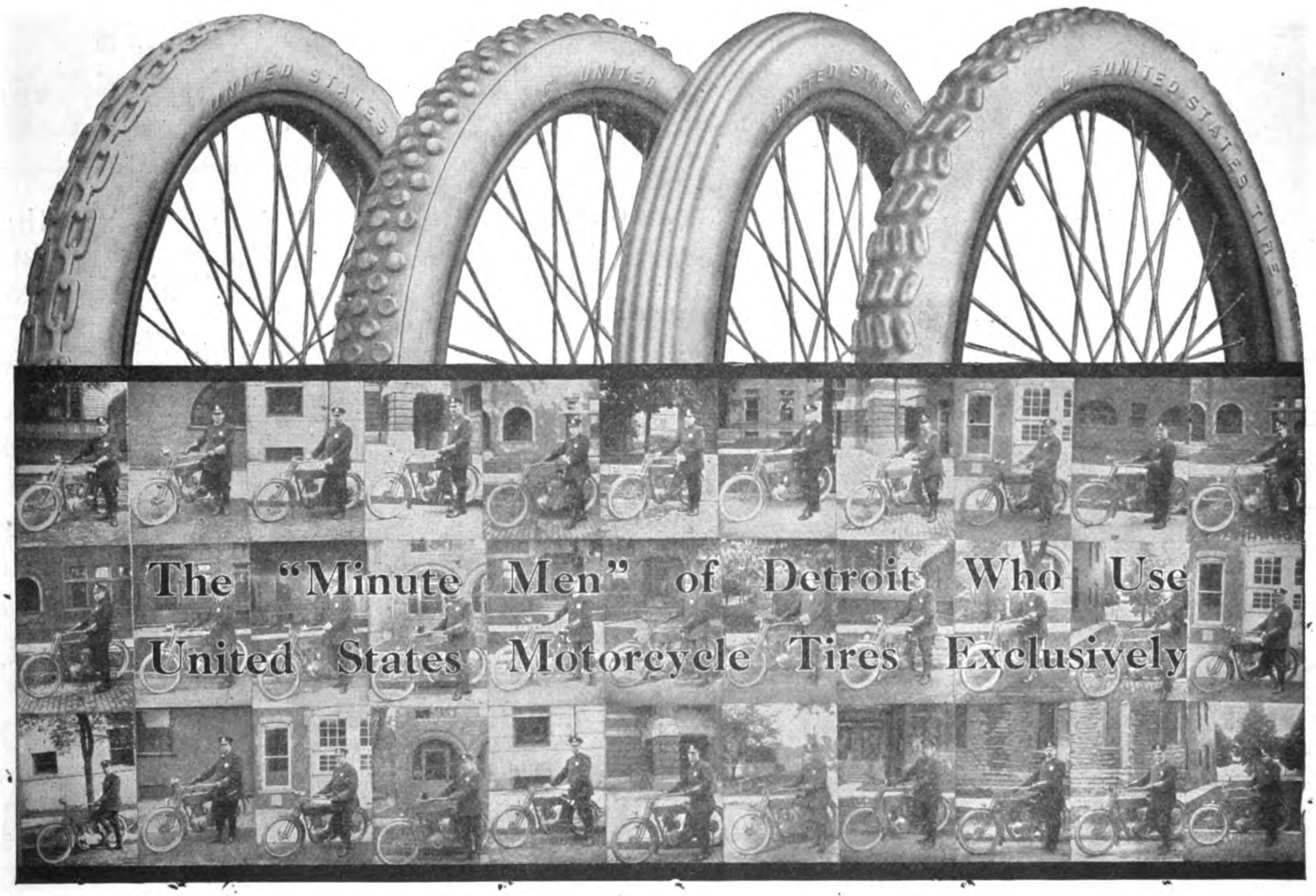
Dealers—your business instinct tells you that the SVENSGAARD Line is exactly what you require. We have gone to the trouble of weeding out the really meritorious articles—articles with real, live selling points that cannot be overlooked. You benefit by our judgment. Write us at once.

Redmond Foot Rests

The original self-sellers. Every rider whose machine is not equipped with foot-rests is a good prospect for Redmonds. They can be attached to any machine in a jiffy. They are made of heavy gauge aluminum with corrugated foot surfaces. They retail for $5. Write at once for our proposition.

Svensgaard Sales Corporation

471-473 Woodward Ave.
DETROIT, MICH.


UNITED STATES
UNITED
UNITED STATES
UNITED STATES TIRE
The "Minute Men" of Detroit Who Use
United States Motorcycle Tires Exclusively

Just one of the Famous "Squads" Using United States Motorcycle Tires

All over the country the leading motorcycle clubs, police departments and experienced riders are using United States Motorcycle Tires because these famous tires express real tire supremacy, give real mileage satisfaction—true tire economy.

Every day the use of the motorcycle is increasing. This wonderful little vehicle is bringing new healthful outdoor pleasure to thousands.

As an all-around utility machine it is unequalled.

Every day the sales of United States Motorcycle Tires have increased until today there is an unprecedented demand for these famous tires, a demand that is history making in the tire industry.

There is no greater proof of the superiority of United States Motorcycle Tires than the actual number in use on the road, their actual accomplishments of mileage economy, and the world wide and record breaking demand they are creating day in and day out.

The increase of 139 per cent. in sales, in one year, of United States Motorcycle Tires is without a parallel

Real United States Tire Company Service Branches in the Leading Cities

Atlanta, Ga............21 Houston St.
Baltimore, Md......1102 Cathedral St.
Birmingham, Ala.......423 S. 20th St.
Boston, Mass..560 Commonwealth Ave.
Buffalo, N. Y............733 Main St.
Butte, Mont...cor. Park and Idaho Sts.
Charlotte, N. C.......14 So. Church St.
Chicago, Ill........1222 Michigan Ave.
Cincinnati, O............1121 Race St.
Cleveland, O.........1908 Euclid Ave.
Columbus, O.......89 North Third St.
Dallas, Tex........2109 Commerce St.
Dayton, O....Second and Jefferson Sts.
Denver, Col...........215-217 16th St.
Des Moines, Ia........Masonic Temple
Detroit, Mich.243-245 Jefferson Ave. E.
Fresno, Cal.....Masonic Temple Bldg.
Grand Rapids, Mich.....17 Library St.
Hartford, Conn....Allyn and High Sts.
Houston, Tex......706 San Jacinto St.
Kansas City, Mo.....1815 Grand Ave.
Los Angeles, Cal.923-925 S. Grand Ave.
Indianapolis, Ind..527 N. Capitol Ave.
Jacksonville, Fla.........804 Main St.
Louisville, Ky......904 South Third St.
Milwaukee, Wis.....454 Milwaukee St.
Minneapolis, Minn.1522-24 Hennepin Ave.
Newark, N. J..........276 Halsey St.
New Orleans, La......609 Baronne St.
New York, N. Y....B'way at 58th St.
Philadelphia, Pa..329-331 N. Broad St.
Phoenix, Ariz..Center and Fillmore Sts.
Pittsburgh, Pa.5929-31 Baum St., E. E.
Portland, Ore....24-26 Fifth St., North
Providence, R. I..........18 Snow St.
Richmond, Va.......709 W. Broad St.
Rochester, N. Y........195 East Ave.
Salt Lake City, Utah.132 E. 2d So. St.
San Antonio, Tex.......433 Main Ave.
San Francisco, Cal......50 Fremont St.
Savannah, Ga.............307 Bull St.
Seattle, Wash......212-216 Jackson St.
Spokane, Wash....1011-1018 First Ave.
St. Louis, Mo.........3149 Locust St.
Syracuse, N. Y......117 W. Taylor St.
Tacoma, Wash..........1316-18 A St.
Toledo, Ohio........218 North Erie St.
Washington, D. C....1303 H St., N. W.
Wilkesbarre, Pa....60 North Main St.
Worcester, Mass....Graphic Arts Bldg.

United States Motorcycle Tires

Made by the

Largest Rubber Company in the World

MOTORCYCLE ILLUSTRATED

HENDEE COMPANY IS BACK IN M. M. A. FOLD

Session of Motorcycle Manufacturers Is Featured by Vote for Reinstatement of the Springfield Concern; President Henderson Retained in the Chair.

THE mid-winter session of the Motorcycle Manufacturers Association, held in the Hotel Astor, Thursday morning, January 8, was featured by the application of the Hendee Manufacturing Company for reinstatement as a member of the Association. The application was accepted, and the members of the Motorcycle Manufacturers Association, now an incorporated body, are as follows:

Allied Motors Corporation, Chicago.

Aurora Automatic Machinery Company, Chicago.

Black Hawk Motor Company, Rock Island, Ill.

Davis Sewing Machine Company, Dayton, O.

Emblem Manufacturing Company, Angola, N. Y.

Excelsior Cycle Company, Chicago.

Excelsior Motor Manufacturing & Supply Company, Chicago.

Harley-Davidson Motor Company, Milwaukee.

Hendee Manufacturing Company, Springfield, Mass.

Miami Cycle & Manufacturing Company, Middletown, O.

Minneapolis Motor Company, Minneapolis, Minn.

Pope Manufacturing Company, Westfield, Mass.

Reading-Standard Company, Reading, Pa.

Schickel Motor Company, Stamford, Conn.

Mr. Louis H. Freedman, attorney for the Association, was present and announced its incorporation, certificates having been filed this morning in both New York City and Albany.

President Henderson Re-Elected

The semi-annual election of officers resulted in the re-election of President Tom. W. Henderson, Vice-president W. G. Schack, Secretary L. D. Harden, Treasurer Arthur Davidson, and General Manager A. B. Coffman.

Those Attending

In attendance at the meeting were the following:

T. W. Henderson, Henderson Motorcycle Company; W. G. Schack, Emblem Manufacturing Company; Norbert H. Schickel, Schickel Motor Company; Walter and Arthur Davidson, Harley-Davidson Motor Company; [illegible] N. Kirk, Aurora Automatic Machinery Company; J. W Ash and F. L. Valiant, Miami Cycle & Manufacturing Company; Fred. Mathis, Excelsior Motor Manufacturing & Supply Company; L. D. Harden, Pope Manufacturing Company; Col. and H. M. Huffman, Davis Sewing Machine Company; A. B. Deysher and F. S. Dolt, Reading-Standard Company; and A. B. Coffman, Manager of the Association.

The Next Meeting

It was decided to hold the next meeting of the Association at the Hotel Lafayette, in Buffalo, at 10 o'clock on the morning of March 4.

Although no decision in regard to the Shows will be made until that time, it appears certain that the Chicago Show will be an annual feature in the future. It was also the opinion that the dates on which the Show was held last November were approximately right, although it is possible that this year's Show may be held a week or two later, but, in any event, before the week of Thanksgiving.

The Publicity Bureau

Guernsey Van Riper was called upon in reference to the publicity work of the Association. It was decided to continue the Publicity Bureau of the Association on its present basis, particularly with a view to rendering all the assistance possible to motorcycle dealers, through the already very efficient Dealers' Information Department of the Bureau.

It was voted that, as publicity representative for the Association, Mr. Van Riper send out an urgent invitation to dealers to avail themselves of the service rendered by the bureau and that all dealers who are not already on the bureau's list, write to Mr. Van Riper, 23 East Ohio street, Indianapolis, Ind., to be added to the list, so that they will receive all the matter issued by the bureau.

COLUMBUS MOTORDOME SOLD

The half-mile motordrome at Columbus, Ohio, has been sold to the Capital City Iron & Metal Company for $1,750. It was built in 1912 by a company of local motorcycle dealers at a cost of $18,000, and the F. A. M. national races were held on the track in the same year.

WANT LINCOLN HIGHWAY

Many different organizations in Maryland are making a vigorous fight to have the proposed Lincoln Highway pass through or near Baltimore. Every possible argument in favor of Baltimore's claims has been advanced, and from the encouragement given them, the organizations are optimistic.

During the first half of 1913, American manufacturers shipped $749,000 worth of motorcycles abroad.

BREEZY ADDRESSES SPICED CYCLE FEAST

Cycle Parts and Accessories Association, with "Uncle" Dave Smith and "Bill" Surre on the Job, Adds Another Successful Luncheon to Its Already Impressive List.

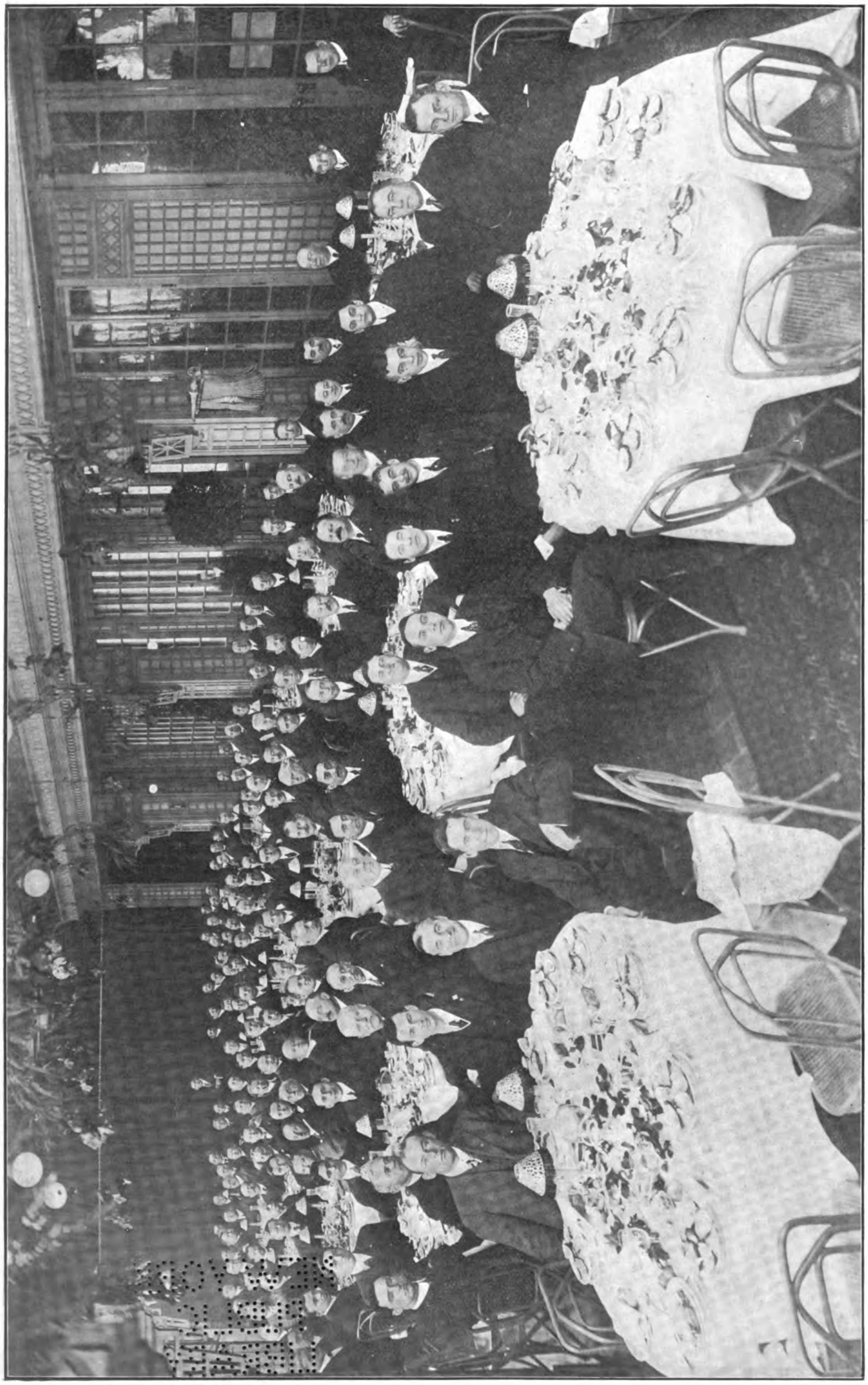
THURSDAY, January 8, was the big day at the Show. There were meetings respectively of the Motorcycle Manufacturers' Association, the Cycle Parts and Accessories Association, and the Jobbers' Association, and the Mid-Winter Luncheon of the Cycle Parts and Accessories Association, under the direction of "Uncle" Dave Smith and "Bill" Surre, who entertained, in addition to the members of their own organization, many of the motorcycle manufacturers and jobbers. The luncheon was given in the Belvidere Room, the enclosed roof garden of the Hotel Astor, and about 140 thoroughly enjoyed the delicious menu provided for the occasion.

Under the able leadership of W. H. Crosby, of Buffalo, who acted as toastmaster, several leading lights of the accessory field were prevailed upon to unbosom themselves after the luncheon. (The word "unbosom," of course, is not to be taken literally, the word applying only to their minds and not to the sumptuous "eats").

The first speaker was W. A. Redding, of New York, who lays proud claim to being the oldest member of the Cycle Parts clan. In an interesting and humorous speech, Mr. Redding, who is a lawyer, recounted some of the salient details of the leading law suits in which he acted as attorney, among them being the Canfield patents and the Clincher controversies.

In claiming that his speech was strictly extemporaneous "Tom" Henderson, who spoke next, added to his reputation as an extremely fluent talker and a master at dialect jokes. He expressed unbounded optimism as regards 1914 and pointed his remarks with extremely logical arguments. George W. Nock, of Philadelphia, was the next victim and acquitted himself creditably, reinforcing Mr. Henderson's remarks with some clear-cut optimistic arguments of his own.

Guernsey Van Riper and A. B. Coffman gave a joint recital of the activities of the Publicity Bureau of the M. M. A. in which the interesting fact was revealed that more than four thousand columns of free publicity had been given to the motorcycle in not less than four hundred and fifty newspapers throughout the country, during the year of 1913.



LUNCHEON TENDERED AT THE HOTEL ASTOR THURSDAY, JANUARY, 8, BY THE CYCLE PARTS AND ACCESSORIES ASSOCIATION TO THE MOTORCYCLE, BICYCLE AND ACCESSORY MANUFACTURERS AND JOBBERS.

The flashlight photograph of which the above is a reproduction was taken at 1:30 o'clock, Thursday afternoon, and the insert of which this page is a part, was printed Thursday night and the edition mailed Friday morning. It was considered desirable to complete our Show story by including a report of this banquet and Thursday morning's business sessions. This will explain why copies of this issue will reach subscribers a day later than usual.

GUESTS OF THE CYCLE PARTS AND ACCESSORIES ASSOCIATION AT MID-WINTER LUNCHEON IN THE HOTEL ASTOR, JANUARY 8, 1914

M. Y. Cheneworth, A. Schrader's Son, Inc.
H. Mesinger, H. & F. Mesinger.
Milton Brower, Fisk Rubber Co.
F. N. Southmayd, Fisk Rubber Co.
M. S. Purple, Bevin Bros. Mfg. Co.
B. C. Dowse, Federal Rubber Mfg. Co.
H. D. Benner, Federal Rubber Mfg. Co.
George Hees, J. S. Leng's Son & Co.
James W. Graham, The Standard Co.
Michael E. Toepel, Splitdorf Electrical Co.
R. S. Preble, Excelsior General Supplies Co.
C. W. Curtiss, Splitdorf Electrical Co.
C. A. Wigmore, Manufacturers Supplies Co.
B. W. Snowman, Continental Rubber Works.
F. N. Grubb, Excelsior General Supplies Co.
L. H. Cornish, *Pacific Motorcyclist.*
C. L. Mosher, *Bicycling World and Motorcycle Review.*
William R. Pitman, Brooklyn, N. Y.
M. M. Deem, Reading Saddle & Mfg. Co.
D. F. Printz, Reading Saddle & Mfg. Co.
Clinton Lovell, K. & C. Manufacturing Co.
F. V. Clark, *Bicycling World.*
Guernsey Van Riper, Indianapolis.
H. N. Kirk, Aurora Automatic Machinery Co.
F. B. Mathis, Excelsior Motor Mfg. & Supply Co.
Frederick S. Kinney, Bridgeport Brass Co.
E. Horace Hawthorne, Hawthorne Mfg. Co.
Ellsworth H. Hawthorne, Hawthorne Mfg. Co.
Chas. A. Persons, Persons Mfg. Co.
A. Freed, Pacific Motor Supply Co.
A. H. Davis, Aurora Automatic Machinery Co.
J. Leo Sauer, MOTORCYCLE ILLUSTRATED.
J. P. Lamb, McStan Bros. Bell Co.
Edward J. McCaffrey, Federal Rubber Mfg. Co.
Chas. W. Leng, J. S. Leng's Son & Co.
G. H. Hamilton, Federal Rubber Mfg. Co.
Elias Pritzel, Progressive Cycle Co.
A. Scaison, Progressive Cycle Co.
Chas. F. Corey, Hub Cycle Co.
B. A. Edgar, Pope Mfg. Co.
J. Berkowitz, Hub Cycle Co.
Allen Flynn, Flynn Bros.
J. W. Grady, J. W. Grady & Co.
George A. Winslow, Great Western Mfg. Co.
M. J. Horton, New Departure Mfg. Co.
Wm. V. Sauter, E. K. Tryon Co.
Chas. J. Babcock, Continental Rubber Works.
Chas. E. Morehouse, The Standard Co.
S. A. Redding, The Standard Co.
William H. Crosby, The Crosby Co.
John W. Henry, Vim Cycle & Hardware Co.
J. J. O'Connor, Hendee Mfg. Co.
Max Ullman, MOTORCYCLE ILLUSTRATED.
W. F. Emerson, Buffalo Metal Goods Co.
B. C. Candee, Buffalo Metal Goods Co.
O. W. Schaum, Atlas Ball Co.
T. J. Heller, Atlas Ball Co.
H. A. Schutz, Atlas Ball Co.
Geo. W. Nock, G. W. Nock Co.
Max M. Sladkin, Haverford Cycle Co.
James H. D. Smullen, Haverford Cycle Co.
W. B. Cozier, Haverford Cycle Co.
H. L. Tucker, The Tucker Wood Work Co.
R. W. Dick, Louis Rastetter & Son.
E. N. Lauer, Jos. Straus & Son.
John J. Oliver, Jos. Straus & Son.
A. E. Griffith, The New Departure Mfg. Co.
W. H. Jackson, W. E. & W. H. Jackson.
M. C. Stokes, U. S. Tire Co.
Walter Davidson, Harley-Davidson Motor Co.
Arthur Davidson, Harley-Davidson Motor Co.
A. B. Coffman, Toledo, O.
Harry G. Jacobs, MOTORCYCLE ILLUSTRATED.
Keyser Fry, Reading, Pa.
W. F. Carroll, Utica Cycle Co.
W. H. Wolfe, W. H. & L. C. Wolfe.
W. P. Swartz, York, Pa.
LeRoy Bean, San Francisco.
George H. Greiss, Philadelphia.
J. E. Talty, Racine Rubber Co.
E. W. Scott, Louis Rastetter & Son.
Wm. P. Fowler, Salt Lake Hardware Co.
E. H. Strickland, Continental Rubber Works.
H. G. Davidson, Troxel Mfg. Co.
Wm. E. Diehl, Corbin Screw Corporation.
J. B. Beck, Supplee Biddle Hardware Co.
E. C. Bowman, Corbin Screw Corporation.
F. E. Bassett, Corbin Screw Corporation.
A. H. Harrop, Corbin Screw Corporation.
J. B. Tucker, Sidney, O.
Jacob Roth, Erie, Pa.
Chas. Glover, Corbin Screw Corporation.
C. A. Earl, Hendee Mfg. Co.
H. M. Huffman, Davis Sewing Machine Co.
L. D. Harden, The Pope Mfg. Co.
F. L. Valiant, Miami Cycle & Mfg. Co.
J. W. Ash, Miami Cycle & Mfg. Co.
Chas. R. Manchester, Combination Ladder Co.
Winslow H. Chadwick, Empire Rubber & Tire Co.
Chas. B. Tiley, The Tiley Pratt Co.
R. B. Tiley, The Tiley Pratt Co.
C. F. Showalter, Kokomo Rubber Co.
T. J. Sullivan, *Motorcycling.*
F. T. Chase, F. Mossberg Co.
Harry Horton, New Haven, Conn.
Wm. H. Grover, Norfolk, Va.
Wm. A. Owens, Baltimore, Md.
Norbert Schickel, Schickel Motor Co.
Joseph Goodman, Hartford, Conn.
F. T. Johnson, Iver-Johnson Arms & Cycle Works.
Wm. Holland, Harry Keidel Co.
Stanley Wilson, D. P. Harris Hardware Co.
G. E. Cammamier, The Standard Co.
D. L. Spraker, Kokomo Rubber Co.
E. D. Dunn, Eclipse Machine Co.
J. C. Ferguson, Eclipse Machine Co.
F. S. Ellett, Eclipse Machine Co.
Phay B. Rutan, P. B. Rutan & Son.
Joe Merkel, Middletown, O.
Ralph D. Webster, Wm. C. Swift.
P. C. Sherman, William C. Swift.
A. C. Rice, Eclipse Machine Co.
T. N. Biddle, Eclipse Machine Co.
W. J. Buckley, Albany Hardware & Iron Co.
W. E. Foskett, Albany Hardware & Iron Co.
W. D. Andrews, W. D. Andrews Co.
W. J. Baker, Albany Hardware & Iron Co.
C. N. Andrews, W. D. Andrews Co.
S. W. Hartley, Standard Welding Co.
J. C. Manternach, Standard Welding Co.
O. L. Waters, Chicago Handle Bar Co.
J. B. Clarkson, J. B. Clarkson & Co., Ltd. (New Zealand).
E. J. Lobdell, American Wood Rim Co.
E. J. Lonn, Great Western Co.
William H. Hill, The Crosby Co.
F. A. Baker, F. A. Baker & Co.
Geo. W. Nock, Geo. W. Nock Co.
H. A. Githens, Federal Rubber Co.
T. W. Henderson, Henderson Motorcycle Co.
W. G. Schack, Emblem Mfg. Co.
Dave Smith, C. F. Splitdorf.
W. J. Surre, Continental Rubber Works.
A. B. Deysher, Reading-Standard Co.
Franklin Dolt, Reading-Standard Co.

MOSLER HOST AT SPARK PLUG MEN'S BANQUET

Manufacturers Who Have Taken Out Licenses Under The Canfield Patent, Controlled by The Mosler Company, Were Entertained at the Hotel Astor on Monday; Plans Are Discussed for Organizing a Protective Association to Maintain Price Schedules and Further Trade Interests in General; Energetic Committee of Nine Appointed to Prepare the Way for Formal Organization.

ONE of the important events of Show Week in New York took place Monday afternoon when the leading spark plug makers and their representatives gathered at a luncheon in the Hotel Astor, as the first step toward the formation of an association of spark plug makers. The forty-odd manufacturers and their associates present, were the guests of Arthur R. Mosler, president of A. R. Mosler & Co., of New York, and they included all of the licensees under the Canfield spark plug patent. The United States Circuit Court of Appeals recently upheld this patent, which is a broad one, covering both petticoat and conical type of spark plugs which have a recess deeper than their diameter around the electrode. Since the Court decision confirming the validity of the patent owned by the Mosler company, Mr. Mosler has given considerable thought to the future of the spark plug business, as regards to the manner in which his ownership of the patent may effect it. It is his intention to license all manufacturers desiring to make use of the Canfield patent, regardless of whether they have recognized it in the past, and the terms are such that it will not be a prohibitive proposition for any maker to accept. Twenty-three leading makers already are licensees.

The guest of honor was William A. Redding, the well-known patent attorney, and seated beside him was D. B. Mills, of the Rajah Supply Company, who had opposed the patent. It was brought out by the speakers that it was their intention to bring about better conditions in the spark plug situation, as well as discuss matters of present moment to all concerned, and to provide for the future.

In a short time a second meeting will be called and plans for the organization, which is to be of a business and social nature combined, will be perfected. To this end a committee of nine was organized, including D. B. Mills, of the Rajah company; Albert Champion, of the Champion Ignition Company; R. A. Stronnehan, of the Champion Spark Plug Company; Dave Smith, of the Standard Company; E. H. Schwab, of the Silvex Company, and Mr. Heins, of the Bosch Magneto Company. In addition to the above mentioned, the following were among those present: Mr. H. H. Montague, of the Western Electric Company; Messrs. Ganger and Gray, of the Hartford Machine Screw Company; Emil Grossman, of the Emil Grossman Company; George Wright, of the New York Mica Manufacturing Company; S. M. Kitchen, of the Auburn Ignition Company; Mr. Ash, of the Lockwood-Ash Motor Company; Mr. Sullivan, of the L. M. Benton Company; Mr. Fisher, of the Silvex Company; Mr. Maybee, of the Jeffery-Dewitt Company; E. N. Benford, of the Benford Mfg. Company, and others.

Show exhibits of Gray & Davis, Boston, Mass., are in charge of Charles H. Davis, C. O. Sacks and Mr. Elkins.

JOBBERS APROVE OF CREDIT ASSOCIATION

Secretary John Henry Is Authorized to Launch Necessary Plans, Which were Discussed at Last Atlantic City Convention; Schrader Contract System Satisfactorily Explained.

IN the absence of both president and vice-president, the meeting in the Hotel Astor on Thursday morning of the Jobbers' Association, was presided over by George Nock, of Philadelphia.

The Schrader contract with jobbers, particularly in reference to the payment of royalties, was very satisfactorily explained by Mr. Schweinert, of A. Schrader's Son, Inc. Mr. Schweinert showed that the contract was one well designed to protect the interests of the jobbers themselves. Some objection had been made because of a misunderstanding on the part of some of the jobbers in regard to the proper method of reporting their sales. It was shown that these jobbers had reported unnecessary details and a very simple plan of handling the proposition easily and without complication was explained by Mr. Schweinert.

Secretary John W. Henry was authorized by the meeting to take steps for the establishment of a credit association, which was originally brought before the association at the mid-summer meeting in Atlantic City last August.

Two or three applications for membership were received. These will be reported on at next summer's meeting in Atlantic City.

Those in attendance at the meeting were as follows:

A. Scaison, of the Progressive Cycle Co., New York City; A. Freed, Pacific Motor Supply Co., San Francisco, Cal.; W. H. Wolfe, W. H. & L. Wolfe, Altoona, Pa.; Charles F. Corey, Hub Cycle Co., Boston, Mass.; J. Berkowitz, Hub Cycle Company, Boston, Mass.; W. F. Carroll, Utica Cycle Co., Utica, N. Y.; Wm. Holland, Henry Keidel & Co., Baltimore, Md.; John J. Oliver, Joe Strauss & Son, Buffalo, N. Y.; F. A. Baker, F. A. Baker & Co., New York City; Geo. W. Nock, George W. Nock Company, Philadelphia; J. F. Beck, Supplee Biddle Hdwe. Co., Philadelphia, Pa.; J. W. Grady, Worcester, Mass.; W. P. Swartz, York, Pa.; Elias Pitzels, Progressive Cycle and Auto Supply Co., New York; C. N. and W. D. Andrews, Buffalo and Syracuse, N. Y.; Jos. Kett, Albany Hardware Company, Albany, N. Y.; Keyser Fry, Reading, Pa.; Wm. Fowler, The Salt Lake Hardware Co., Salt Lake City, Utah; Leroy Bean, Bean Son Co., San Francisco, Cal.; George H. Greiss, Philadelphia, Pa.; Chas. W. Leng, John S. Leng's Son & Co., New York City; Wm. A. Owens, Coggins & Owens, Baltimore, Md; George Hees, J. S. Lengs Sons & Co., New York City; C. A. Wigmore, Manufacturers' Supplies Co., Philadelphia, Pa.; W. H. Grover, Norfolk, Va.; John W. Henry, Vim City & Hardware Co., Buffalo, N. Y.; Max. M. Sladkin, Haverford Cycle Co., Philadelphia, Pa.

BENFORD MANUFACTURING CO. EXHIBIT

The exhibit of the Benford Manufacturing Company, Mt. Vernon, N. Y., is very complete, showing the usual line of Monarch White Cap spark plugs, and also the mica, Peerless and porcelain plugs. The company states that part of the Harley-Davidson output is equipped with Monarch spark plugs and that the entire output of the F. W. Spacke Machine Company, of Indianapolis, Ind., is being equipped with Benford plugs.

The exhibit of the Voorhees Rubber Manufacturing Company, of Jersey City, N. J., is in charge of J. Caldwall, who is assisted by K. B. Spencer, D. Archer, H. C. Corwin and J. Callaman.

Hamilton, Ont., is to have its first motor show during the week of March 7 to 14, 1914. Several motorcycle dealers will exhibit.

CYCLE PARTS MEMBERS TALK PRICE-CUTTING

Statement of American Fair Trade League Condemning Juggling of Prices Is Read at Busy Meeting; Chairman Hawthorne Reports on Plan to Standardize Accessory Catalogs.

AT a well attended meeting of the Cycle Parts and Accessories Association at the Hotel Astor on Thursday morning, January 8, at which meeting twenty-eight firms were represented, the most important matters under discussion were the resolutions of the American Fair Trade League condemning the cutting of prices and a report by Horace Hawthorne, Chairman of the Catalog Committee, which committee is investigating the feasability of standardizing the size and contents of the catalogs of accessory manufacturers.

Several changes were made in the by-laws of the association, chief among them being the changing of the annual meeting date from "the second Tuesday in July" to "the annual meeting in mid-summer." By an enthusiastically unanimous vote, Messrs. Smith and Surre were retained as the entertainment committee. As usual, these two energetic gentlemen were given to understand that they couldn't resign their job if they wanted to.

Messrs. D. F. Printz, C. A. Persons, W. W. Tottman, M. H. Horton, and G. H. Hamilton were appointed as a new Membership Committee, to consider two new applications for membership.

Several speakers "rose to remark," among them being John Henry, of Buffalo, on the general trade situation for 1914; C. A. Persons, of Worcester, on publicity and A. B. Coffman, the dynamic booster from "Teleder," who spoke on the same subject.

To the list of F. A. M. registered shops has been added the firm of A. E. Counsell & Son, 36 Railroad street, St. Johnsbury, Vt.

HENDEE AND BAKER ARE SUED FOR $3,300,000

Hackensack Inventor Claims Infringement of Patent by Indian Makers and Distributors, but Only the Complainant Appears to Know What It's All About.

ONE of the most startling announcements brought to the attention of trade men of late comes from Charles Messick, Jr., of Hackensack, N. J., who states that he has brought suit against the Hendee Mfg. Co., of Springfield, and F. A. Baker & Co., of New York City, the Metropolitan Indian distributors, for what he considers an infringement of a patent owned by him. Messick says he cannot estimate with any degree of accuracy the damages and profits due him, but he believes the total should be about $3,300,000. He would hold the Hendee company responsible for $1,000,000 of this, and charge up $100,000 against the Baker firm. And that isn't all. Because of the Hendee company's reorganization, which Messick asserts was brought about with a view of "avoiding responsibility for continued infringement of his patent," he asks that the damages be trebled. In other words, he will be satisfied with nothing short of $3,300,000. So much for Messick's end of the extraordinary suit.

When a representative of MOTORCYCLE ILLUSTRATED called at the headquarters of F. A. Baker & Co. it was freely admitted that a Charles Messick had started what appeared to be a legal action, and that the complaint involved fifteen typewritten pages of miscellaneous charges, claims and allegations, all of which was as pure Greek to the Baker folks owing to the fact that they didn't know what the fuss was about and had not found time to explore the somewhat baffling mazes of the complaint. In fact, they had simply accepted the paper, placed it on file and gone on selling motorcycles according to schedule.

"What's it all about," asked the MOTORCYCLE ILLUSTRATED man.

"Haven't the slightest idea," smilingly replied the member of the Baker staff who was in authority at the time. "We know that an action has been started for an alleged infringement in the Indian machine of a patent supposed to be dated September 8, 1904, and covering 'improvements in motor vehicles,' but that's as far as our information goes at present. We have no idea of the technical details upon which the suit is based."

"You don't appear to be worrying over that proposed claim for $100,000," it was suggested.

"Nothing doing," was the response. "All our worrying these days is done over getting machines fast enough to supply our patrons, and when you come to think of it that's a pretty attractive kind of worry, after all. As far as we know, the same statement applies to the Hendee Mfg. Co."

Efforts to obtain the name of Mr. Messick's attorney, or to learn the technical basis for the suit were fruitless up to the time of going to press.

NEW PENNSYLVANIA BRANCH

A new branch has been opened by the Pennsylvania Rubber Company at 1889 Broadway, New York, between Sixty-second and Sixty-third streets. It is in charge of C. C. McCullough, as manager, who plans to keep in stock five thousand casings, ten thousand inner tubes, and a complete line of sundries.

BOSCH EFFICIENCY

Of the accessories fitted to the Moline-Knight engine which on January 2 completed a 336-hour test, none show up more prominently than the Bosch magneto and the Bosch plugs. These important attributes of the engine were subjected to a difficult trial, having passed through the 336-hour test, the preliminary runs, the horsepower test and the five-hour economy test without being touched or adjusted in any manner whatsoever and neither the magneto nor the plugs missed an explosion during the entire time.

One gains an idea of what the ignition system performed during the 336-hour test when it is known that over 44,352,000 sparks were produced by the magneto and 11,088,000 sparks passed across the electrodes of each of the four plugs. It took just 88,704,000 separate movements of the magneto contact-breaker to produce these sparks.

MUELLER'S SEPARATE SHOW

While visiting the New York Show Louis J. Mueller, distributor for the Indian in Cleveland, Ohio, stated that he had been unable to obtain suitable space to display effectively his extensive line at the Cleveland Show and had therefore hired a store at 1909 East Thirteenth street, where he will conduct an independent exhibition of Indian motorcycles and other products manufactured or handled by him. The Cleveland Show is to be held in the same building and every visitor to the main Show must pass Mueller's place en route to the auditorium.

Mueller's showroom, which is 50 by 60 feet, will be tastefully decorated, and is of such size that it will be possible to run the machines on gasoline, thus eliminating the necessity of artificial power. Music will be furnished on the opening night by a band.

BELGIUM RUBBER DUTY

In place of the ad valorem duty on rubber tires formerly levied in Belgium, there will hereafter be a specific duty. The new schedules, which are based on 100 kilos or 220.4 pounds, are as follows: Solid rubber tires, including those in which other material enters, but in which rubber predominates, according to weight, 65 francs ($12.45); shoes for automobiles and motorcycles, with iron-studded protective tread, 130 francs ($25.09); other types of shoes, 116 francs ($22.38); tires of less weight than 21.16 pounds, 90 francs ($17.37); tires weighing more than 21.16 pounds, 60 francs ($11.58); inner tubes for automobiles and motorcycles, 170 francs ($32.81); tires for other vehicles (including complete pneumatics known as "boyaux" or tires for racing wheels, consisting of outer protective shoe and an inner air tube), 150 francs ($28.95).

KARSLAKE WINS MIDWINTER RUN

Bulletins from the Pacific Coast are to the effect that Frank E. Karslake, the Harley-Davidson rider, finished with highest honors in the midwinter endurance run staged by the San Francisco Motorcycle Club. The route was from San Francisco to Salinas and return, a distance of 250 miles. There were 32 entrants, eight of whom finished.

During 1913 the motorcycle policemen of New York City arrested over 13,000 offenders against traffic and speed regulations and approximately $177,000 was collected in fines.

BRETZ SUCCESSFUL IN PATENT CONTEST

Court Limits Scope of Conrad Ball Bearing Patent and Infringement Claim of Hess-Bright Mfg. Co. is Defeated; Former Decisions Reversed.

SPECIAL interest attaches to a decision rendered a few days ago in the United States District Court for the Eastern District of Pennsylvania, in favor of the J. S. Bretz Co., of New York City, American distributors for the well-known F. & S. ball bearings, in a suit brought by the Hess-Bright Mfg. Co., of Philadelphia. The action hinged upon the Conrad ball-bearing patent, the Hess-Bright company claiming that the F. & S. bearings handled by the Bretz firm infringe this patent.

In giving the decision the court limited the scope of the Conrad patent to a bearing having no notches of any kind inside of either ring for the introduction of the balls, and to a bearing having only a limited number of balls —being only such number as may be inserted in the crescent shape formed by eccentrically displacing the rings, and having separators between the balls to hold them separated. The Conrad patent is owned by the Deutsche Waffen und Munitionsfabriken, of Germany, from whom the Hess-Bright company gets its license. In several former suits the Hess-Bright company has been successful in obtaining injunctions, and the fact that the Bretz folks succeeded in reversing the former decisions is regarded as significant. Had the claims of the Hess-Bright company been sustained there would have been a monopoly of the annular ball-bearing industry in this country.

OHIO ROADS FEDERATION GROWING

Interest continues to grow in the Ohio Good Roads Federation, which now has a membership of 2,000. During the last year organization work has been carried on successfully by Z. D. Dunlap and E. J. Herman. The work of the commission appointed by Governor Cox to codify the road laws of Ohio was recently completed and the report will be presented to the Ohio General Assembly at its next session. Arch Huston, secretary of the Good Roads Federation, is chairman of the codifying commission.

PURDY REPRESENTS MOTORCYCLISTS

Richard T. Purdy, well known through his connection with the Chicago Motorcycle Club, has been appointed to represent motorcyclists in the Sportsmen's Club of America. This organization, which was recently formed in Chicago, is representative of every phase of sporting life, with a chairman for each sport.

MUST DIM HEADLIGHTS

An ordinance has been adopted by the council of Columbus, O., ruling that glaring headlights on automobiles and motorcycles will not be lawful. It requires that such headlights be dimmed as directed by the police authorities. The ordinance becomes effective in 30 days unless a referendum is demanded.

After January 1, the Haverford Motorcycle Company, of Buffalo, will open a new store at 239 Superior avenue, N. W., Cleveland, and will act as agent for the Excelsior motorcycle.

Picked Up at the Show Stands

Breezy Personal Paragraphs About Folk You Know or Ought to Know

MANAGING the exhibit of the Stewart-Warner Speedometer Corporation, of 1826 Diversey Boulevard, Chicago, is Frank Martin, sales manager for the eastern district. Among others who are demonstrating at the booth are C. B. Smith, vice-president; J. E. Genn, manager of the service department; Berne Nadele, of the engineering department; F. O. Fleicher, of the New York office, and W. J. Tennant.

Harry Brigham and George Levene are at the stand of the Herbert F. L. Funke Company, 112 Broad street, New York City. Mr. Funke is also to be seen at the booth from time to time.

L. M. Schwartz, advertising and sales manager, is handling the exhibit of the Emil Grossman Company, of Bush Terminal, Brooklyn, N. Y. Other representatives of the Grossman company who are at the booth are Mr. Grossman himself, S. S. Waldman, Joseph Lowe, George E. Shaw, S. J. Greene, P. Gabbrione and Office Manager Koldhein.

G. M. Pyatt is welcoming visitors at the booth of the Havoline Oil Company, 17 Battery Place, New York City, and is being assisted by A. P. Eagan, J. T. MacDonald, P. C. Conder and O. A. Templeton.

A large staff of Splitdorf representatives are in attendance at the booth of the Splitdorf Electric Company, of Newark, N. J. Among those who are explaining the Splitdorf products to visitors are: E. H. Mendel, W. J. Murray, O. J. Rohde, C. E. Berelsford, C. A. Carral, R. C. Upton, F. Simcoe, Frank Kenny, E. G. Fitzgerald, L. Schindler, William J. Hart, Sr., and A. D. T. Libby.

Advertising and Sales Manager F. S. Lawrie, of the F. W. Spacke Machine Company, of Indianapolis, Ind., is in charge of the company's Show exhibit. Assisting him is B. T. Brownlee. F. W. Spacke, of the company, will also be found at the booth during the latter part of the week.

Alexander Becker, secretary and treasurer of the B. & L. Auto Lamp Company, New York City, is in charge of the company's Show booth. Frank I. Israels is in attendance.

J. H. Bennis, W. T. Kimball and J. B. Kelvie are taking care of the exhibit of the New York & New Jersey Lubricant Company, of New York. Mr. Bennis is in charge.

At the Show stand of the Champion Spark Plug Company, of Toledo, Ohio, is F. B. Casewell, sales manager of the eastern department, at 1790 Broadway, New York City. G. F. French is assisting him.

C. D. Nash, advertising manager, and W. F. Kemball, sales manager, are conducting the exhibit of the Vacuum Oil Company, of New York City. Among the other factory representatives and salesmen of the Vacuum company at the booth are: W. D. Flanders, W. H. Bowman, P. J. Hayes, F. D. Killian, S. G. Robertson, A. W. Eames, F. S. Callahan, S. S. Damarest, A. B. Ostrom and B. B. Mears.

F. A. Willard, vice-president and general manager of the Willard Storage Battery Company, of 5716 Euclid avenue, Cleveland, is in charge of the company's offerings which are being displayed at the Palace. Other Willard representatives at the Show are: R. Norberg, assistant general manager; R. J. Nightingale, manager of the automobile sales department; M. G. Hillman, manager of the Detroit branch; F. S. Gasaway, manager of the New York branch; S. S. Jenkins, manager of the Indianapolis branch; H. S. Bentley, manager of the Willard service department, and Louis Sears, service engineer.

Schebler carbureters, manufactured by Wheeler & Schebler, of Indianapolis, Ind., are being displayed at the Show booth in charge of G. T. Briggs, sales manager. Assisting him are: B. E. Okey, J. B. Funk, Howard Green and D. F. Wheeler.

The Randall-Faichney Company, Jamaica Plain, Boston, Mass., is represented at the Show by William Clark, sales manager, and J. H. Kaesen, New York representative.

At the booth of the Eclipse Machine Company, of Elmira, N. Y., the following representatives are in attendance: E. J. Dunn, J. C. Ferguson, L. S. Whittier, S. N. Biddle, E. R. Compton, A. C. Rice and F. C. Ellett.

Richard Everett, sales manager of the Royal Equipment Company, of Bridgeport, Conn., is managing the company's booth at the Show. Assisting him are F. B. Beck, New York representative; A. P. McAleese and A. C. Campau. S. Simpson, president of the company, is also at the booth part of the time.

Coes wrenches for motorcycles are being shown at the Palace by the Coes Wrench Company, manufacturers of tools for motor vehicles, of Worcester, Mass. Charles E. Braman and Walter E. Robbins are in charge of the exhibit.

G. L. Holmes is managing the exhibit of the Johns-Manville Company, of Madison avenue and Forty-first street, New York City, and is ably assisted by E. Cassidy, I. A. Ventres, Joseph Doherty, Robert B. Kerr, Jr., W. W. Carpenter, W. C. Lyons, Frank Garmany, C. A. Klune, T. A. Cotter, H. H. Nepper, Arthur Piel, B. L. Swyers and H. H. Weed.

T. J. Daley, secretary of the Standard Woven Fabrics Company, Framingham, Mass., is in charge of the company's display at the Palace. Other representatives of the company who are at the Standard booth are: A. H. Burdick, general manager, E. E. Waite, R. D. Northop and M. D. Davies.

At the Show exhibit of the Veeder Manufacturing Company, of Hartford, Conn., are the following: E. B. Smith, manager; E. J. Post, H. H. Lester, W. C. Waldo, R. James, C. A. Rossberg, C. H. Veeder and H. C. Crosby.

Lloyd P. Jones, manager of the Western office of the American Bronze Company, 1235-1279 American Boulevard, Berwyn, Pa., is in charge of the company's stand in the Palace. Assisting him are J. W. Watson, L. Dunning and M. C. Dittman.

Sales Manager W. D. Rockwell is taking care of the exhibit of the Champion Spark Plug Company, of Flint, Mich.

W. E. Newton, of the Fentress-Newton Manufacturing Company, of Detroit, Mich., is in charge of the company's show exhibit and is assisted by Irving Beck.

Products of the Wasson Piston Ring Company, of Hoboken, N. J., are being exhibited at the Palace under the direction of H. S. Lake and William Holcomb. The company announces that its products will be distributed in the East by the Lake Sales Company, of 1947 Broadway, New York City.

H. A. Kaiser is in charge of the exhibit of the Silvex Company, spark plug manufacturers, of New York City. He is assisted by V. S. Fry, C. C. Heffley, U. Adams, I. L. Wright and J. W. Fischer.

J. J. Cohen, president and secretary of the Nonpareil Horn Manufacturing Company, of New York City, is in charge of the company's booth at the New York Show. Assisting him is F. C. Van Giesen, eastern representative for the horn manufacturers.

J. M. Stockfisch is in charge of the exhibit of the Platt & Washburn Oil Company, 11 Broadway, New York City, and H. A. Parson and J. N. Green are in attendance.

Managing the booth of the Rich Tool Company, of Chicago, is J. M. Thomas, while George R. Rich and Russell Dale are in attendance part of the time.

B. L. Dodge and A. F. Stengle, of the factory, and L. D. Rockwell, of the New York office, are in charge of the display of the Standard Welding Company, of Cleveland. B. L. Dodge is manager.

Those in attendance at the booth of A. Schraeder's Sons, Inc., of Brooklyn, are M. H. Tisne, B. W. Yockers, W. O. Van Scivers and W. J. Kirkpatrick.

H. C. Rosenbluth is in charge of the exhibit of the Rose Manufacturing Company, makers of Neverout lamps. Among the other representatives who will be at the booth during the week are E. M. Rosenbluth, general sales manager; G. W. K. Voight and W. R. Hicks.

At the Show booth of the Champion Ignition Company, Flint, Mich., Albert Champion, general manager of the company, and Messrs. W. D. Rockwell and R. W. Valentine are demonstrating Champion products.

J. W. Watson and L. P. Jones are caring for the interests of the American Bronze Company, of Berwyn, Pa., at the Grand Central Palace.

Norbert H. Schickel, of the Schickel Motor Company, was accompanied by Mrs. Schickel, they having just returned from their honeymoon.

The exhibition space allotted to the Coes Wrench Company, of Worcester, Mass., is in charge of W. E. Robbins.

Messrs. E. M. Benford and David Levin are in attendance at the Benford Manufacturing Company's exhibit.

The Dean Electric Company's booth is in the capable hands of R. L. Manson, chief engineer of the company, who is assisted by J. H. Scott, I. E. Lowenberg and A. B. Smith.

Charles S. Shuman is managing the Auto Supply Company's booth.

A. S. Clucker, C. L. Hixon and J. D. Edmunds are handling the exhibit of the Garage Equipment Company, of Milwaukee, Wis.

C. C. Tucker and S. Y. L'Hommedieu are boosting the display of the Essex Rubber Company, of Trenton, N. J.

S. H. Feighley and C. E. Atwood are at the booth of the Standard Thermometer Company, 65 Shirley street, Boston, Mass.

George F. Heywood, secretary of the A. W. Harris Oil Company, of Providence, R. I., is at the company's exhibit in the Grand Central Palace. E. J. Waters and William L. Sarash are assisting.

The Joseph Dixon Crucible Company, of Jersey City, N. J., is represented at the Show by L. H. Snyder, A. G. Thompson and A. W. Taylor.

John R. Cautley and Theodore W. Hager are at the exhibit of Renold chains, which are shown in the booth of Peter A. Frasse & Company, 417 Canal street, New York City.

P. B. Genger is representing the Hartford Machine Screw Company, of Hartford, Conn. Assisting him are F. S. Thompson, H. H. Chase and H. E. Penfield.

The staff at the Show booth of C. A. Shaler & Company, of Waupun, Wis., is headed by G. F. Stelsel, who is assisted by R. B. Dunlap and R. E. Malone. C. A. Shaler, president, and F. E. Jones, secretary and treasurer, are also at the booth from time to time.

The Show booth of the Vesta Accumulator Company, 2100 Indiana avenue, Chicago, is in charge of L. W. Collins, who is assisted by J. C. Boice and W. N. Scharff.

EARLY CHICAGO VISITORS

The vanguard of the Chicago delegation reached New York last Saturday morning. The merry party included H. N. Kirk and A. H. Davis, of the Aurora Automatic Machinery Company; Fred B. Mathis and Frank Schwinn, Excelsior Motor Manufacturing & Supply Company; Arthur Davidson, the Harley-Davidson Motor Company, and Chicago representatives of the three trade papers.

Dave Smith, of the Standard, Splitdorf and various other companies, recently returned from a two-weeks' vacation in Bermuda. "Uncle" Dave was one of the most optimistic of the trade folk in attendance at the Show. He called attention to the fact that there had been a remarkable improvement in the situation during the past two or three weeks. He cited the case of a manufacturer whose specifications called for the delivery of eight hundred parts by this time, and who had actually taken thirteen hundred.

ECLIPSE TWO-SPEED SCORED HIT

Demonstrator Compton, and Messrs. Whitter, Ferguson, Rice, Biddle and others of the Eclipse staff, were more than elated with the interest aroused by the new Eclipse two-speed described in full and illustrated elsewhere in this issue. The two-speed is such a simple one, and at the same time so cleverly designed and well constructed, that it was universally received with favor by the trade and the hundreds of riders who saw it in operation on the stand.

FIRE IN BUFFALO M. C. ROOMS

Fire in the club headquarters furnished plenty of excitement for members of the Buffalo (N. Y.) M. C. on New Year's Day. At 7 a. m. President Peters and George H. Haier, secretary, were roused from bed by city officials, who informed them that a fire in the Calumet building had done considerable damage to the club's rooms. Peters and Haier hurried down town in their automobile and found that the fire had started in the rooms adjoining those occupied by the motorcyclists. Most of the club's furniture was either charred or water-soaked and it looked as though the festivities planned for the day would have to be called off.

This, however, was avoided when Peters and Haier, with characteristic promptness, procured new rooms and had whatever furniture had not been damaged moved. The majority of the club members were on a century run to Leroy and when they returned to Buffalo at 2 p. m. they found that the club headquarters had been moved, and on arriving in the new rooms were surprised to see that an orchestra and a quartet were already on hand to start the ball rolling. In the merriment that followed most of the club members forgot about their misfortune. The club announces, for the benefit of manufacturers, that they are in a receptive mood insofar as banners, pennants and pictures are concerned. They are anxious to obtain these decorations for the new rooms, which they hope to make as attractive as the ones just vacated.

TREMPER CROSSED THE COUNTRY

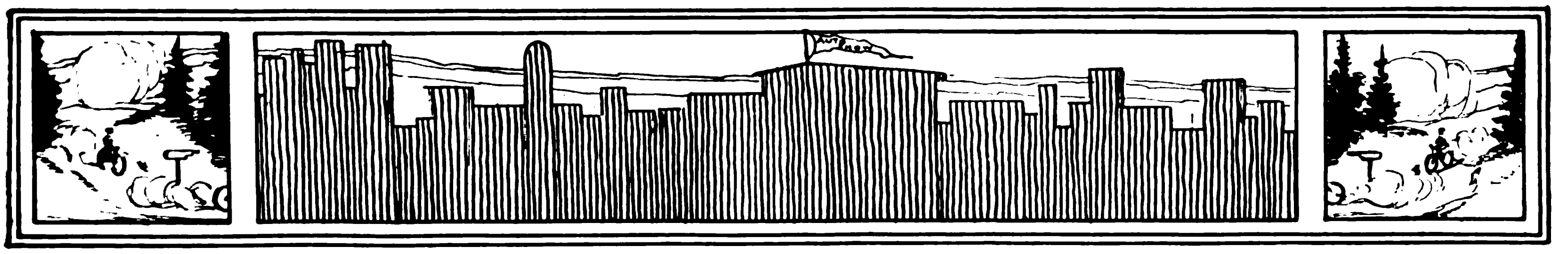
Theodore P. Tremper, of Seattle, Wash., agent for the Merkel and Thor, is no doubt entitled to the distinction of having traveled farthest to attend the New York Show. Mr. Tremper reported a genuine business boom in his territory, and cited in proof of his statement the fact that he had just opened up new stores in Bellingham and Everett.

WIDMAYER TAKES ON SCHICKEL

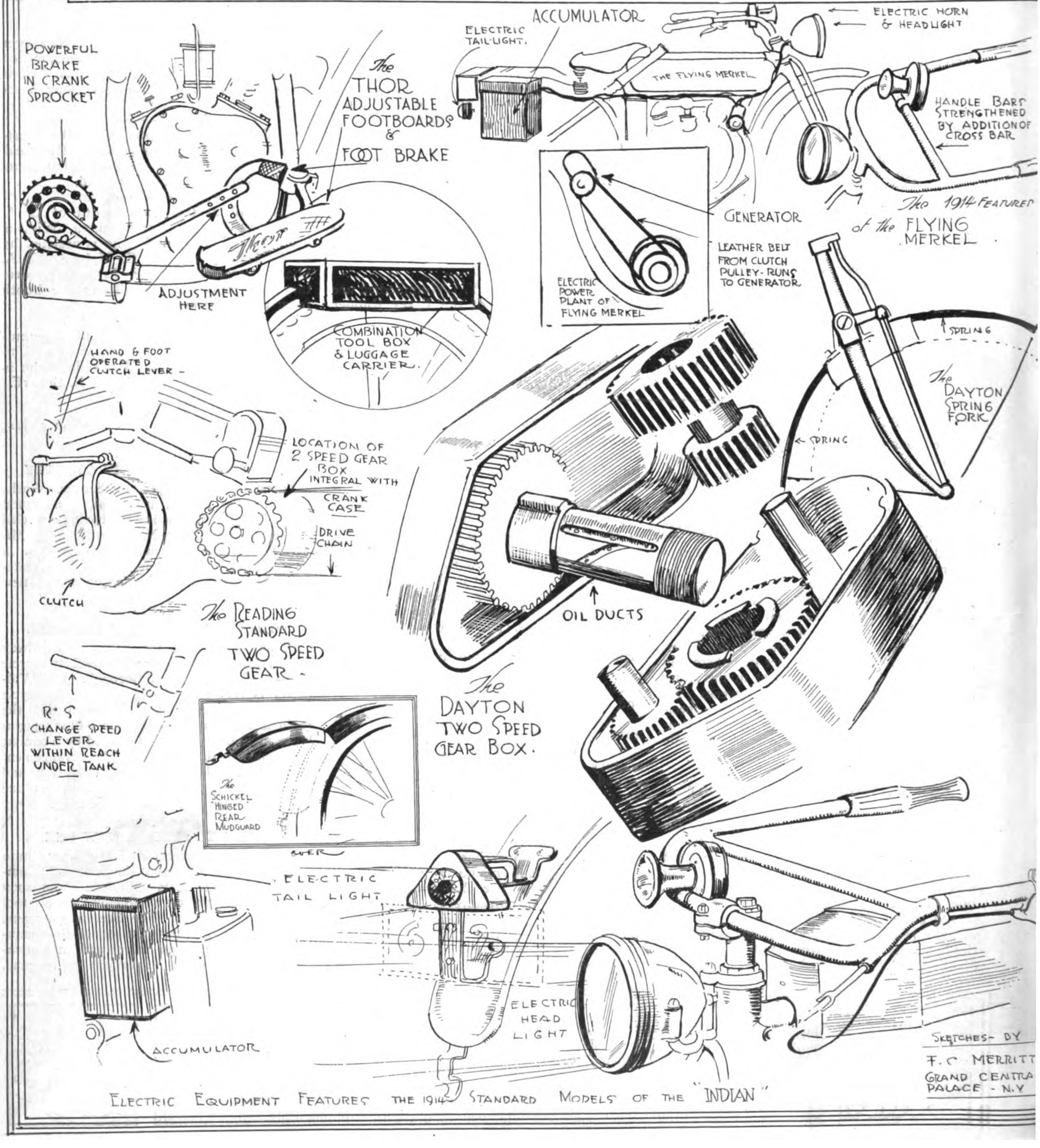
Frank Widmayer, the veteran Broadway dealer, has taken on the Schickel two-cycle machine for Manhattan Borough. Mr. Widmayer is very enthusiastic over the two-cycle outlook, and he is of the opinion that the rapid increase in the two-cycle motor's popularity in England will be followed by a similar experience in this country. The arrangement is regarded by both the Schickel company and Mr. Widmayer as a very advantageous one which promises to be result-producing.

GOING TO MAKE A NEW ONE

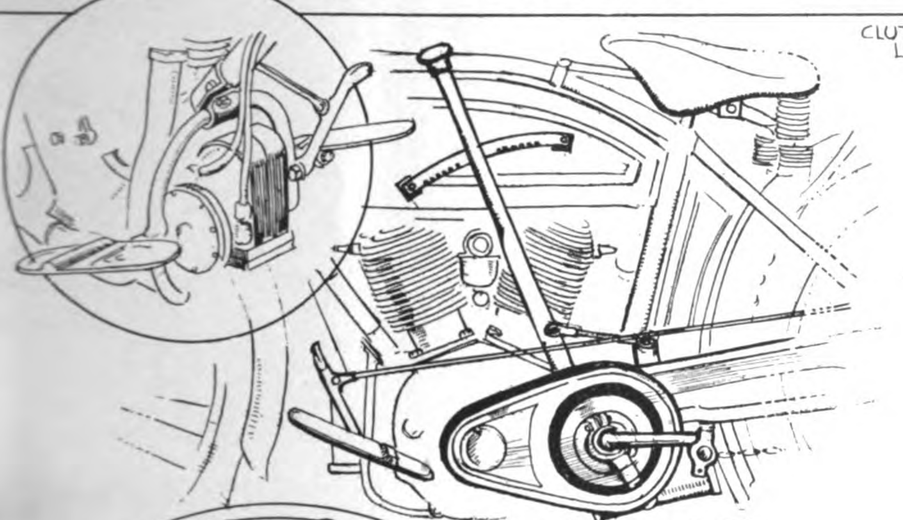
E. W. Bryant, inventor of the Bryant auto tire tool, was in charge of the Stevens & Company booth, and he is optimistic about soon placing on the market an equally valuable tool for motorcycle tires. The Stevens company, of New York City, has just started the manufacture of piston rings, valves and an innovation in the form of a motorcycle casing plug.

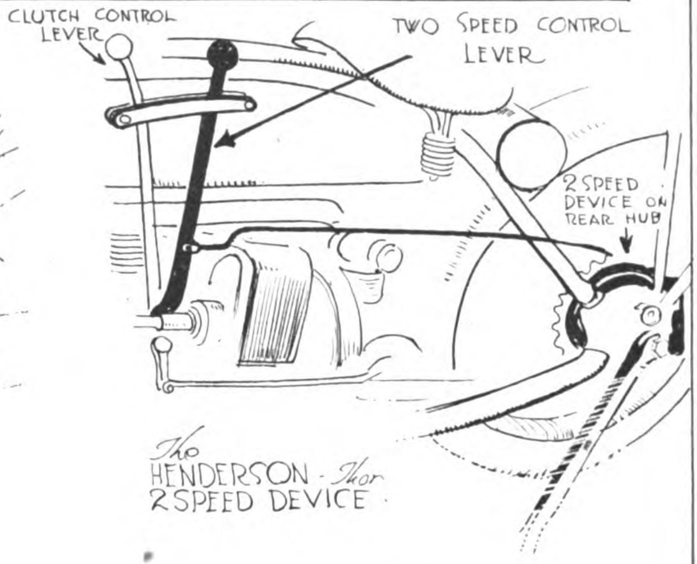


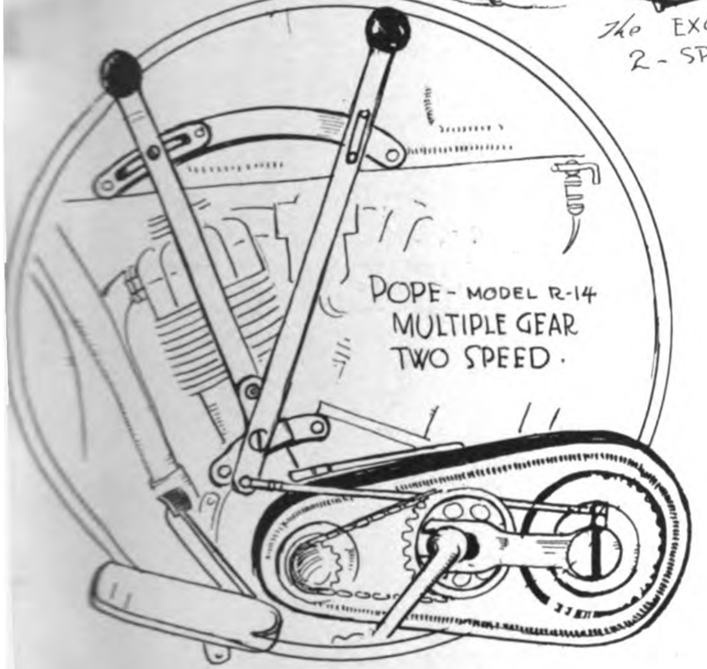
NEWEST MACHINE FEATURES

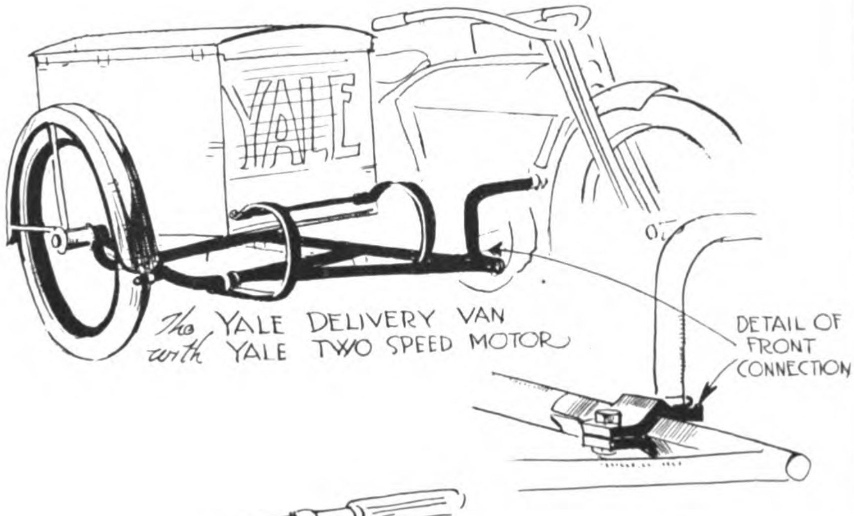

POWERFUL BRAKE IN CRANK SPROCKET
ADJUSTMENT HERE
The THOR ADJUSTABLE FOOTBOARDS & FOOT BRAKE
Thor
COMBINATION TOOL BOX & LUGGAGE CARRIER
ACCUMULATOR
ELECTRIC TAIL-LIGHT
THE FLYING MERKEL
ELECTRIC HORN & HEADLIGHT
HANDLE BARS STRENGTHENED BY ADDITION OF CROSS BAR
The 1914 FEATURES of the FLYING MERKEL
GENERATOR
LEATHER BELT FROM CLUTCH PULLEY-RUNS TO GENERATOR
ELECTRIC POWER PLANT OF FLYING MERKEL
SPRING
The DAYTON SPRING FORK
SPRING
HAND & FOOT OPERATED CLUTCH LEVER
LOCATION OF 2 SPEED GEAR BOX INTEGRAL WITH CRANK CASE
DRIVE CHAIN
CLUTCH
The READING STANDARD TWO SPEED GEAR
OIL DUCTS
The DAYTON TWO SPEED GEAR BOX.
R-S CHANGE SPEED LEVER WITHIN REACH UNDER TANK
The SCHICKEL HINGED REAR MUDGUARD
ELECTRIC TAIL LIGHT
ACCUMULATOR
ELECTRIC HEAD LIGHT
SKETCHES- BY F. C. MERRITT GRAND CENTRAL PALACE - N.Y
ELECTRIC EQUIPMENT FEATURES THE 1914 STANDARD MODELS OF THE "INDIAN"

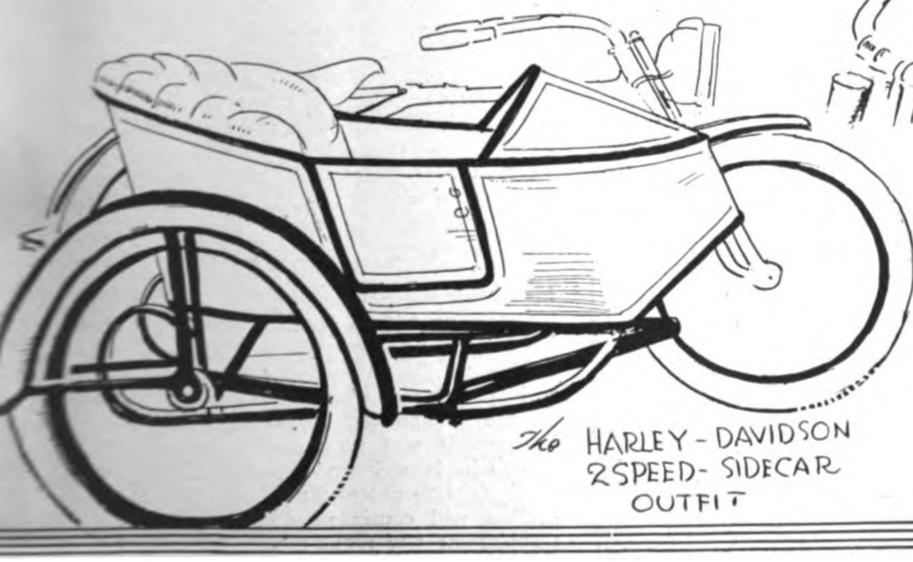
AT THE NEW YORK SHOW

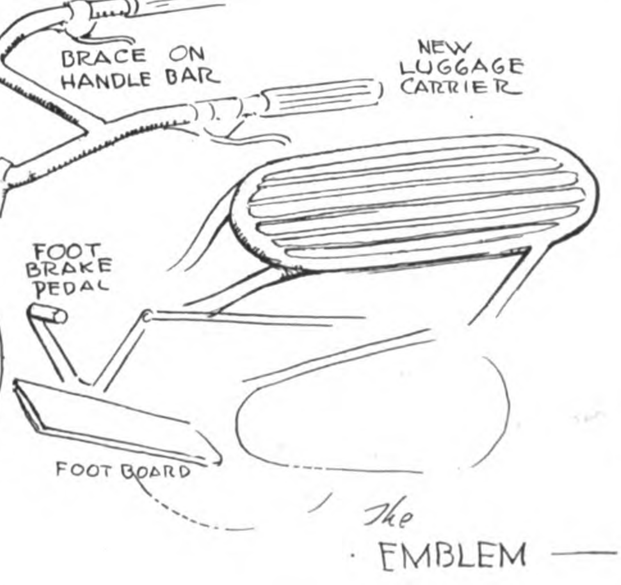

The EXCELSIOR 2-SPEED


CLUTCH CONTROL LEVER
TWO SPEED CONTROL LEVER
2 SPEED DEVICE ON REAR HUB
The HENDERSON-Thor 2 SPEED DEVICE.

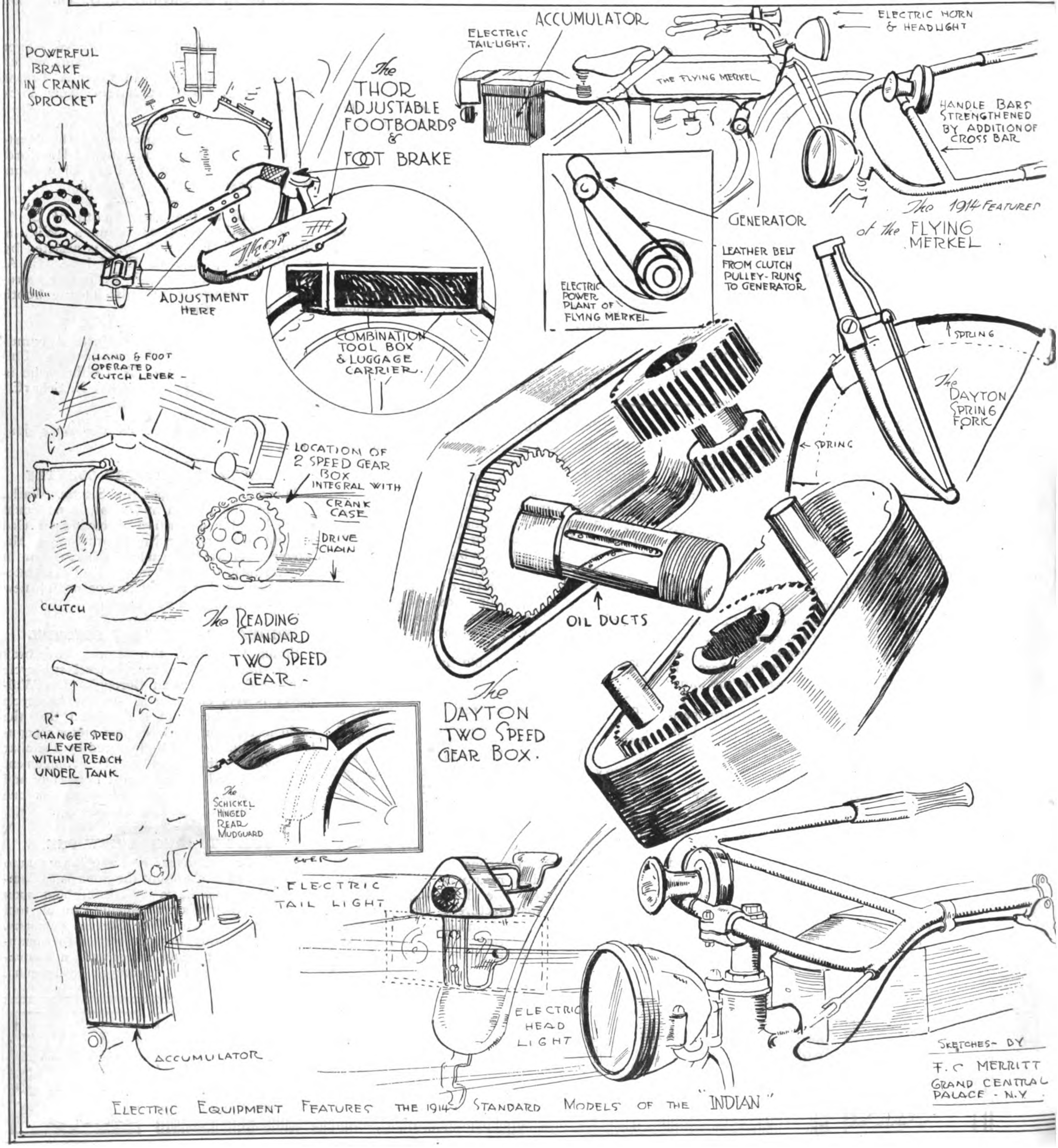

POPE - MODEL R-14 MULTIPLE GEAR TWO SPEED.


YALE
DETAIL OF FRONT CONNECTION
The YALE DELIVERY VAN with YALE TWO SPEED MOTOR


The HARLEY-DAVIDSON 2 SPEED-SIDECAR OUTFIT


BRACE ON HANDLE BAR
NEW LUGGAGE CARRIER
FOOT BRAKE PEDAL
FOOT BOARD
The EMBLEM —

NEWEST MACHINE FEATURES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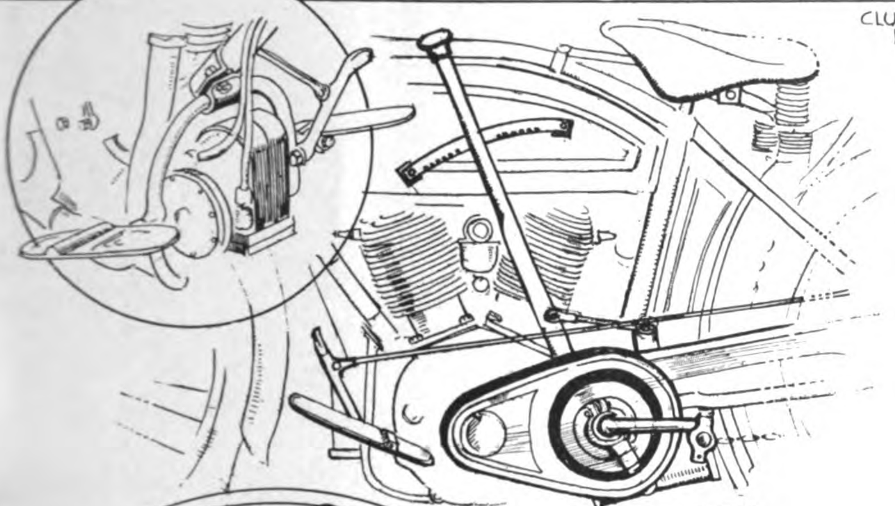
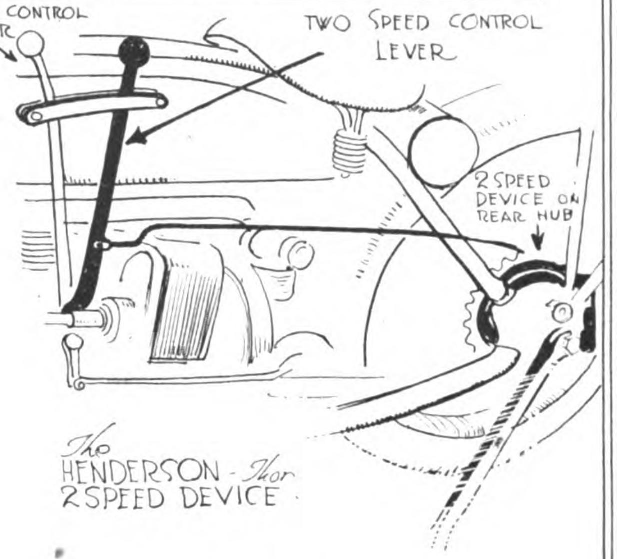


The EXCELSIOR 2-SPEED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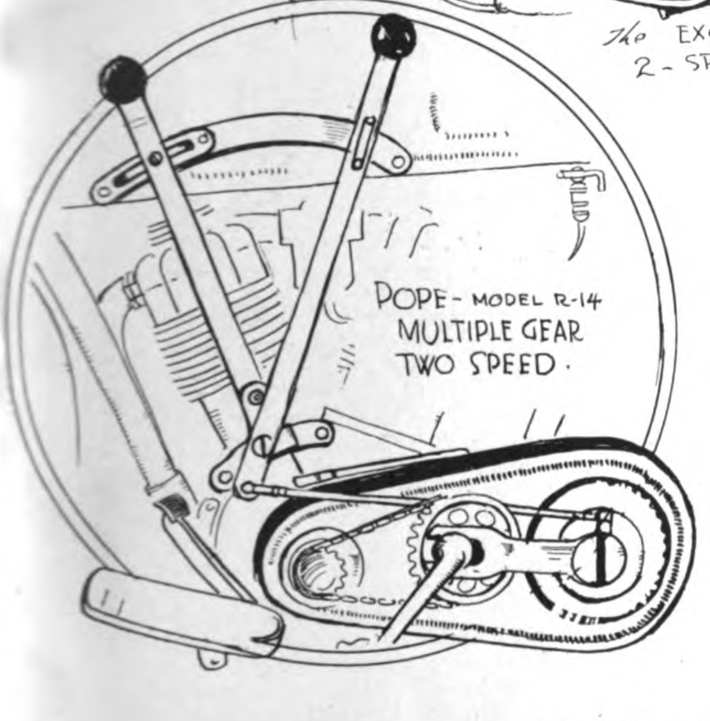
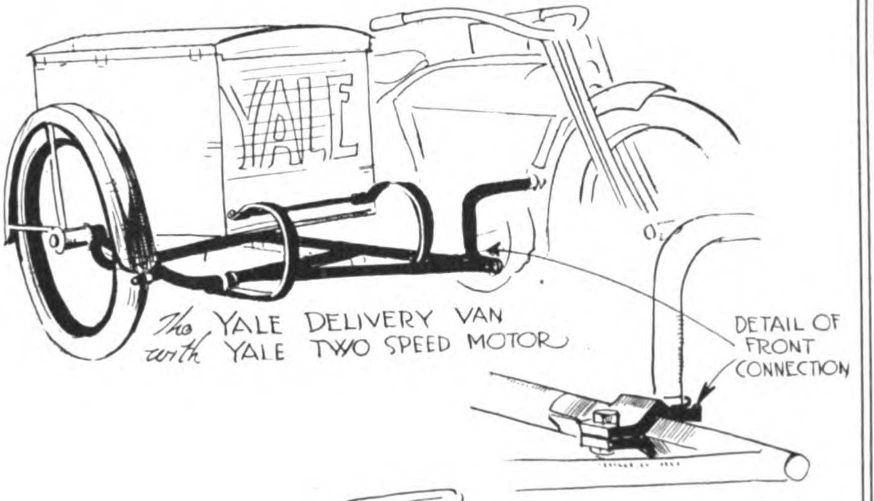


POPE-MODEL R-14 MULTIPLE GEAR TWO SPEED.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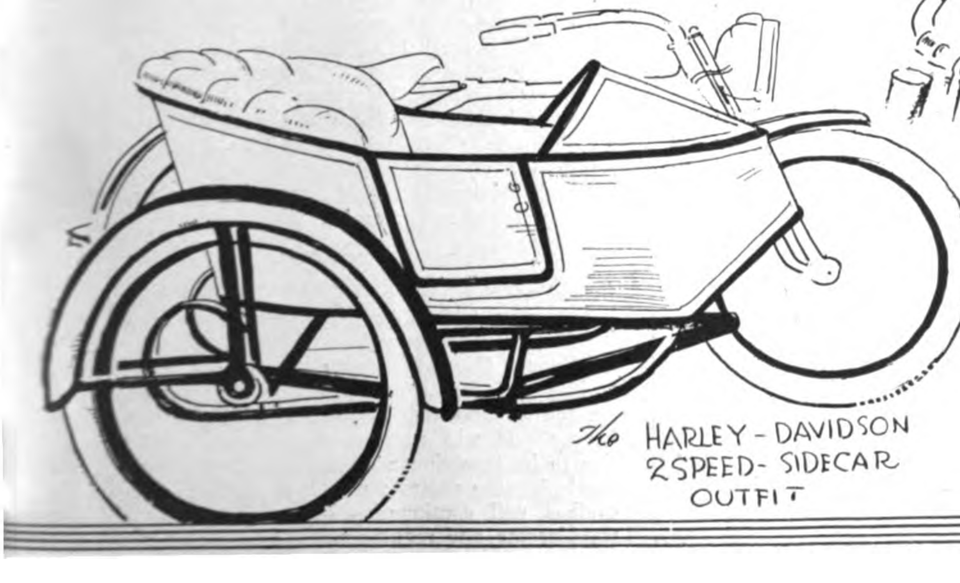
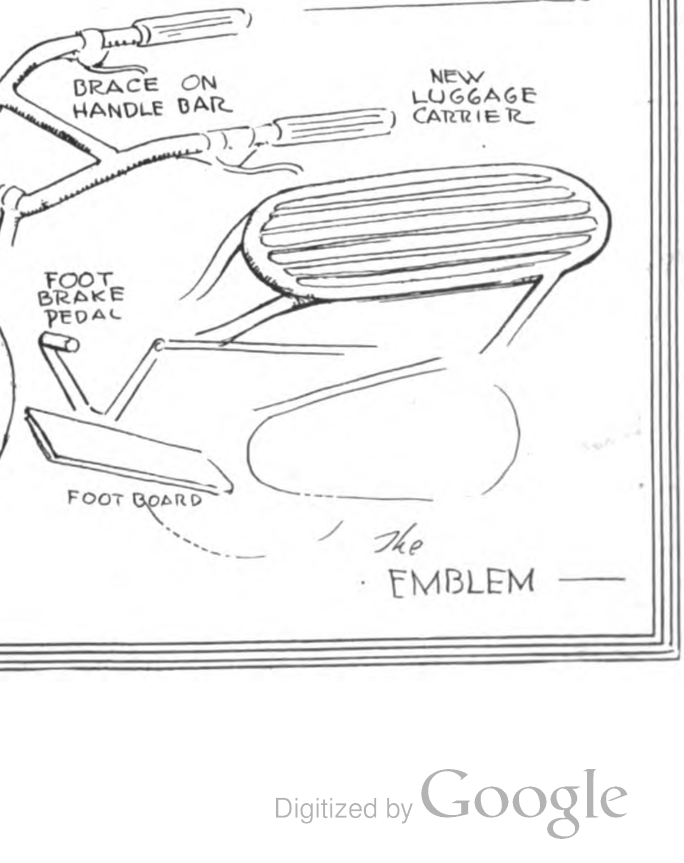


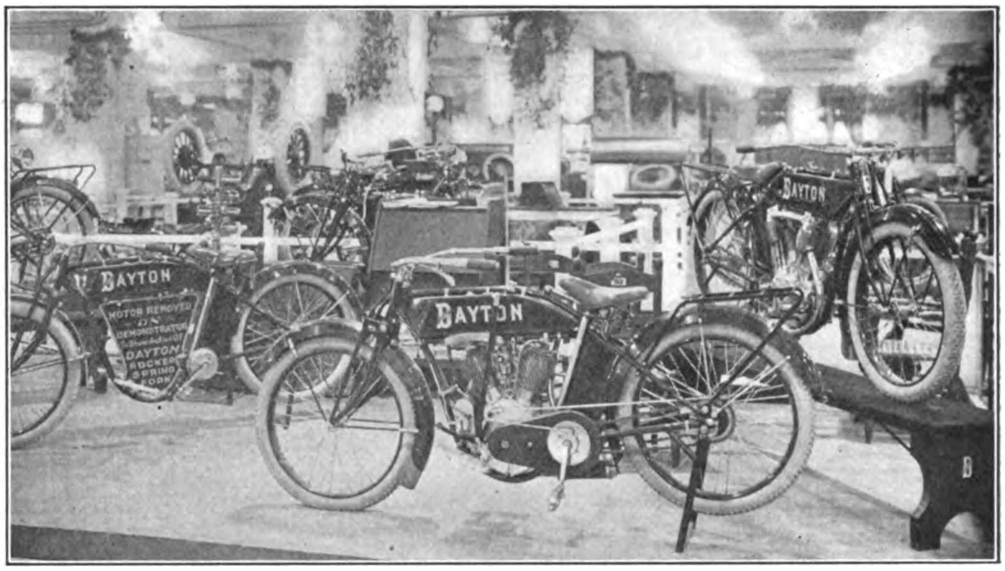
The HARLEY-DAVIDSON 2 SPEED-SIDECAR OUTFIT


BRACE ON HANDLE BAR
NEW LUGGAGE CARRIER
FOOT BRAKE PEDAL
FOOT BOARD

The EMBLEM

COMPACTNESS FEATURES DAYTON TWO-SPEED

Davis Sewing Machine Company's New Model Has Gear of Dog-Clutch Type, Embodying the Pedal Gear in Its Hollow Main Shaft; Ingeniously Devised Grooves Pierced by Numerous Oil Holes Insure Efficient Lubrication at All Times and Whole Construction Points to Durability and Ease in Handling.



UPON the new two-speed model of the Davis Sewing Machine Company's line was concentrated the attention of all visitors to the Dayton exhibit, and the neatness and compactness of the gearset was noticed particularly and commented upon. Located on the bottom bracket, it combines the pedal gear in its hollow main shaft, and is of the dog-clutch type. On the high speed, the drive from the motor shaft to the rear wheel is direct, both the primary and secondary chain drives acting as one. On the low speed, the drive is through the gears of the side-shaft from the primary to the final chain drive.

The slider carrying the male members of the dog clutches is keyed on the main shaft and has a very small movement between full engagement of one gear and the other. The short distance between bearings on this two-speed gear was noticeable, making for long life and absolute accuracy in operation, as distortion of the shafts is eliminated. The side-shaft is stationary in this gear, and is fitted with a deep groove along it, for carrying oil to the rotating spool. This latter has the side-shaft gears formed on it, and these are readily removable, as are all other members of the device. The main shaft is formed with oil grooves and ways, numerous holes being pierced to permit of the grooves and ways being fed at all times with oil.

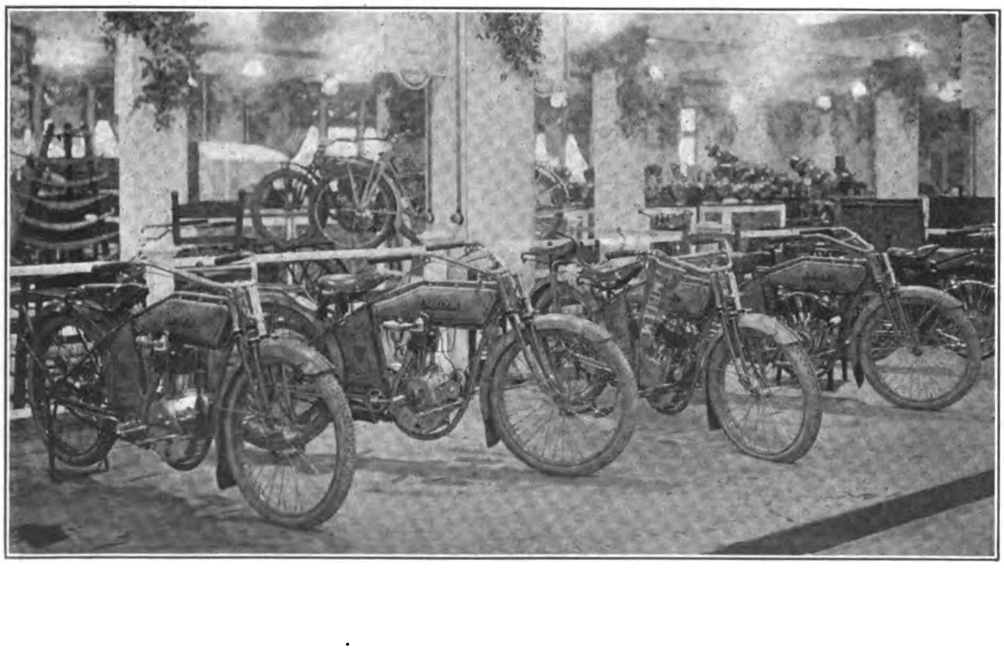
The primary drive has as its rear member a disc clutch mounted on the main shaft of the gearset and the final drive is taken off a sprocket on the sleeve which surrounds the main shaft, as in general dog-clutch gear practice. The slider and clutch are operated by a selective control handle, the back and forth motion of the lever operating the clutch, while the turning of an olive-shaped handle meshes either set of dogs at will. The gear was shown fitted to a 7 h. Dayton machine, finished in the characteristic red and gold. Messrs. H. M. Huffman, manager of advertising, and Arthur Chapple, of the sales force, have been busy demonstrating the gear on the machine and showing its construction by a separate model.

IMPROVED LUGGAGE-CARRIER ON THE EMBLEM

Growth of Interest in Heavy Road Work Has Led Angola Company to Devise Practically Non-Breakable Carrier Construction for the New Season; Footboard Anchorage Also Brings Emblem Sturdiness to the Fore; Spring Seat-Post Still Attracts Attention.

FOLDING footboards, a new luggage-carrier and dual brake actuation were noticeable features at the stand of the Emblem Manufacturing Company, where five finely-finished Emblem mounts were displayed. Of these machines, two were five h. singles, with V-belt and chain drive; two were 8 h. chain-driven twins, and the fifth was a 10 h. model with tandem attachment. On each was fitted the new carrier, whose oval frame is made of I-beam section steel, with round bars within, making an extraordinarily strong construction. The staying of these carriers is equally as strong as their construction, the weight being taken on the rear frame of the motorcycle and not on the mudguards. The folding footboards give ample surface for the feet and are noticeable for the sturdy anchorage to the machine. The treads are formed so as to prevent any slipping of the feet, while the pedal for operating the coaster brake contracting-band gives great leverage and forms a more powerful means of brake actuation than the pedal gear itself. It is noticeable, that a fall on the pedal side will not injure the brake pedal nor its linkage, a feature that appeals to those who ride where boulevards are not. The spring seat-post, with the spiral spring of great range at the rear, was shown and admired on all models.

The regular Emblem colors, blue, grey and red were shown on the various machines, the 5 h. chain mount being finished in the grey and the 10 h. twin and one 8 h. twin being in the characteristic blue. The red finish was seen on the other twin. All models were fitted with brace bars between the handlebars, placed so as to accommodate a watch, route-card, etc., within easy range of the rider's eyes and hands. In charge of the exhibit was President W. G. Schack, who was assisted by Fred. W. Williams, Walter Doyle, Watson Kluczek, of Newark, N. J., and M. E. Gale, of transcontinental fame.

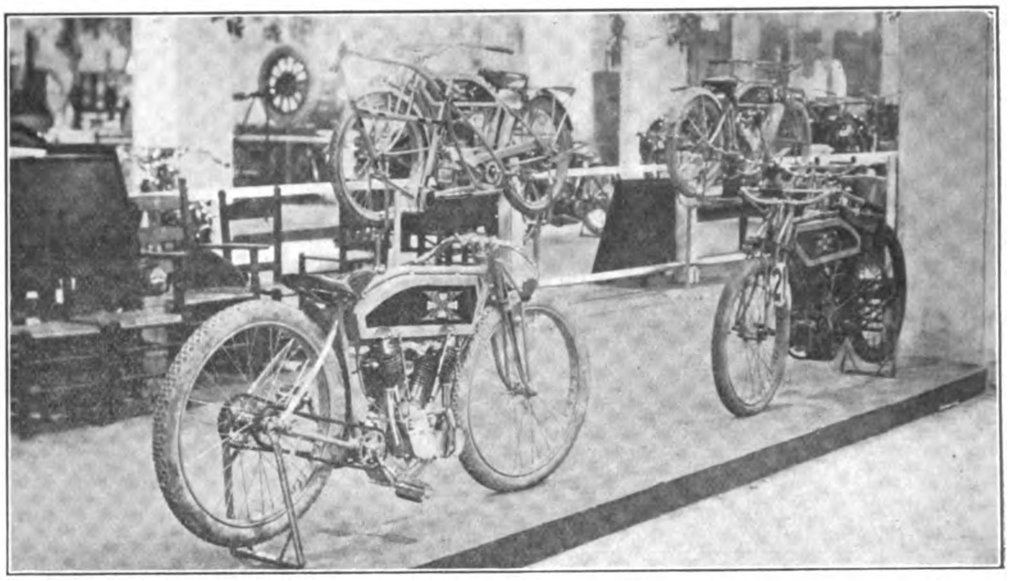


BARNES LAW DECLARED INVALID

Columbus, Ohio.—Another decision has been handed down by Judge Kinkead in the Franklin County Courts declaring the Barnes automobile and motorcycle law unconstitutional, on the ground that it is not a tax but a license. It was previously declared invalid due to its involving a double taxation. Until the legislature passes a new law, Ohio motorcyclists will continue to operate under the troublesome city regulations.

FULLY-EQUIPPED EXCELSIOR AT "BIG X" STAND

Twin 7 with Prest-O-Lite Tank, Large Headlight, Tail-Lamp and Rear-Drive Stewart Speedometer Met with the Approval of Show Visitors—Much Interest in Two-Speed Also—Bob Perry's Victorious Savannah Race Machine Attracted Many Speed Fans.



IT was hard to say which was the greater drawing card, the two-speed or the fully-equipped 7 h. twin, as far as the up-to-date rider was concerned, at the exhibit of the Excelsior Motor Mfg. & Supply Company. Fitted with a large headlight and a bracket carrying a Prest-O-Lite tank crossways at the rear of the steering head, the fully-equipped model gave a pleasing impression of completeness without being cumbersome. A sturdy tail-lamp of ample power was fitted to the rear mudguard with provision for illuminating the number plate. The speedometer fitted was a rear-drive Stewart, operating by magnetic drag.

Like all Excelsior models, this one was fitted with folding metal foot-rests, noticeable for the rugged bracing and for the non-slipping form of the tread. The folding feature was, of course, a part of their construction. The brake is actuated either by back-pedaling or by using a foot-lever near the left foot-rest, and in case of a fall on that side it would be well out of harms way.

The two-speed model was likewise surrounded by visitors, a demonstrator being constantly called upon to explain its construction and operation. The ease with which it could be operated to give high or low speed as desired was remarked, as well as the compactness of the whole gear. This model was a 7 h. chain-drive machine, finished in the regular Excelsior colors.

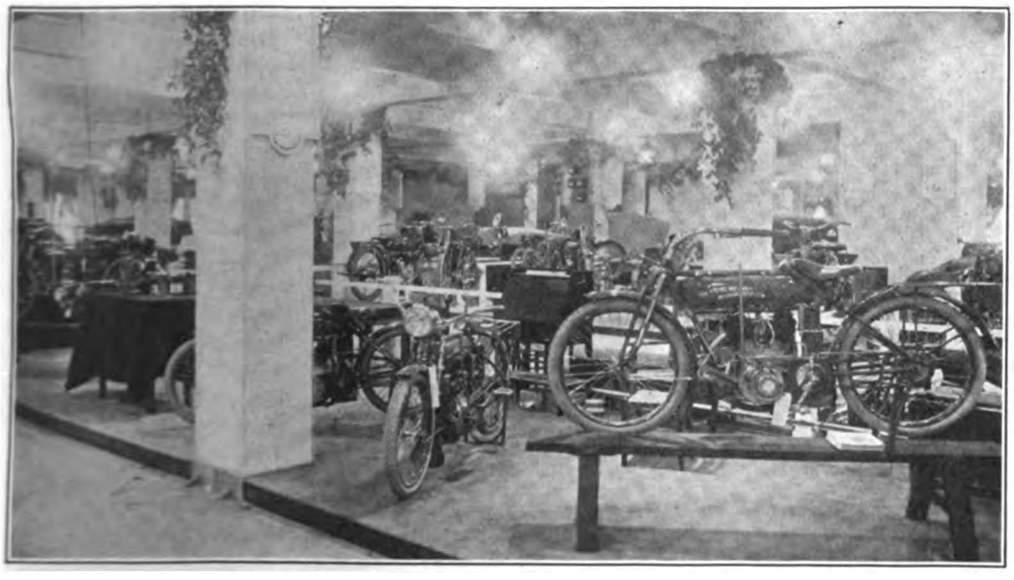
For those interested in speed performances, there was on exhibition the twin machine number 21, which won the recent Savannah 300-mile road race (December 28), with Bob Perry up. No pedals were fitted to this mount, the rider having used the foot-rests entirely. It was fitted with semi-drop bars and left grip control of the clutch, as on the regular touring models. The close-coupled, or racer model, with rigid frame was shown as a 7 h. twin, as well as models of the 4 h. belt and chain machines. The parts which are drop-forgings in Excelsior construction were shown, there being 54 distinct forgings in the display case. The large space in the exhibit was crowded at all times.

The Excelsior exhibit was in charge of Sales Manager Fred. Mathis, who had as his assistants, Fred. Schwin, Arthur Rochow, New York State traveling representative, Stanley Kellogg, N. E. representative, and Thomas J. Sixsmith, metropolitan agent.

ELECTRIC LIGHTING SYSTEM FOR THE MERKEL

Magneto and Storage Battery Furnish Current, the Battery Being Attached in a Rectangular Case on the Right Side of the Luggage-Carrier; System Operates Headlight, Tail-Light and Horn; Brake Control by Both Foot Lever and Regular Pedal-Gear.

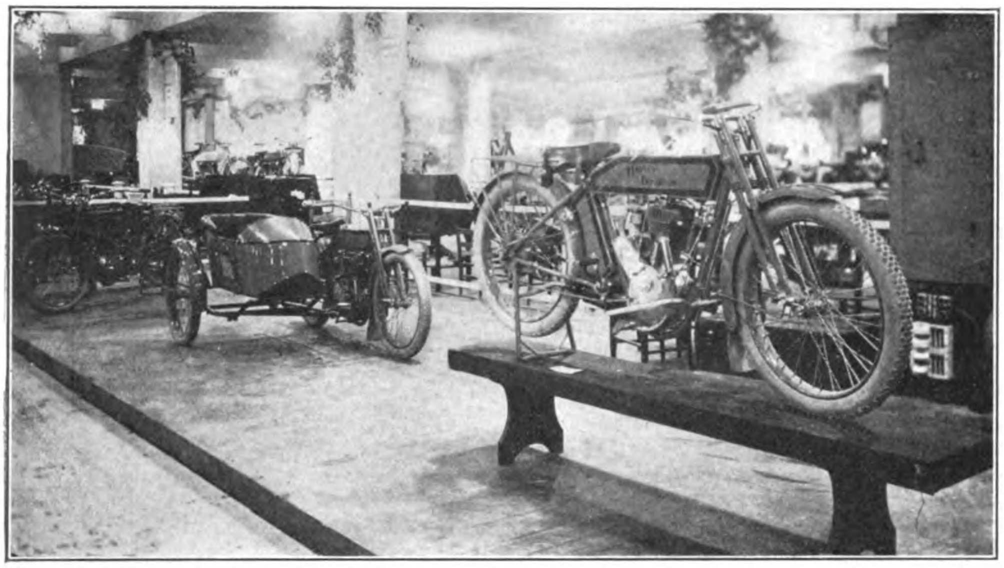
DUAL control of the brake, and an electric lighting outfit, were novelties which drew attention at the exhibit of the Miami Cycle & Mfg. Company, of Middletown, Ohio. The brake, with foot-lever and regular pedal-gear actuation, was shown on a 7 horsepower chain-driven machine, it being the powerful Merkel band brake in an improved model from the 1913 season. The lighting system was of the magneto and battery type, the magneto being of Vesta make and furnishing current to a storage battery attached in a rectangular case on the right side of the luggage carrier. The battery furnishes current for a headlight of large size and great range, and for a tail lamp as well, the current being carried by pairs within an armored duct running from the front to the rear of the machine. Another but smaller pair carries the current from the battery to the electric horn, mounted on the handlebars and set in action by a button close to the rider's hand. The essential parts for operating such an electric system are combined in an extension of the magneto casing at the right side. The magneto is driven by a round belt from a half-round pulley on the clutch casing of the motorcycle, and runs at approximately motor speed. As in all clutch-model Merkels, the clutch is operated by a link attached to the side clutch lever, instead of having a direct connection with the clutch arm as heretofore.



The Ever Ready type of self-starter was shown fitted to a 7 horsepower twin machine, which also had the dual brake control and pedal gear. This starter was also shown fitted to a sectioned twin motor, mounted on a stand, and the number of times that the starter turned the motor over could readily be counted. In each case the starter was rewound from an outside source, and the final click of the safety device to prevent overwinding was audible.

The exhibit was in charge of Advertising Manager Frank L. Valiant, assisted by B. M. Sheets, John E. Steuer, W. K. Thomas, C. A. Van Doren, F. B. Widmayer and P. Schimmell, the two last being the New York representatives.

SHOWING HARLEY-DAVIDSON STEP-STARTER



Novel Starting Device Proves a Source of Unfailing Interest to Show Visitors, Owing to Its Simplicity and Positiveness; Two-Speed Gear Is Operated by Dog-Clutches and Has Bevel-Gear Planet Set as Well; Internal Expanding Band Brake a Real Novelty.

AS might be expected, the feature which attracted most attention from Show visitors at the Harley-Davidson stand was the new step-starter. The company's representatives were kept busy explaining the operating principle of the starter, and demonstrating it with the aid of a model on which the working parts could be observed. Visitors were especially interested in watching the action of the cam-dogs as they entered the curved notches in the countershaft when the pedals were driven forward, and also in the throwing-off action of the pawls entering the ratchet teeth on the right-hand side of the pedal bracket gear and forcing the cam-dogs to drop out of contact at the slightest motion rearwards. The snappy turning over of the motor by a quick kick downward of either foot was evident, although the fact that no motor was allowed to run under its own power in the Show prevented the positive starting action from being fully demonstrated.

Of scarcely less interest was the two-speed gear, located in the hub, and of the planetary type, primarily. Considerable amusement was derived from the various automobile men who were unable to classify the gear, owing to its being operated by dog-clutches and having a bevel-gear planet set as well. A glance at the powerful teeth of the gears and, for those who knew about tempering, the depth of the hardened outer "skin," convinced all that stripping would be next to impossible should the clutch be forgotten in making a change of speed. The positioning of the change-gear lever, or knob within easy reach of the hand, and the operation of the clutch by rocking pedal or hand lever make gear and clutch control practically "as natural as walking," as one rider expressed it, the motions being all to-and-fro ones.

The internal expanding band brake, shown on all but the flat-belt 5 horsepower model, was another feature that appealed to the experienced motorcyclist chiefly. It is a real novelty in several respects; nearly all internal expanding brakes are operated by hinged metal segments in place of the friction-fabric faced steel band with a rocker-anchorage at one end as seen on the hubs of the Harley-Davidson models. The arrangement of the operating lever and anchorage of the band which acts on the inside of the 7 5/16-inch drum is such that sticking is impossible, and the brake will act positively in either direction. In charge of the exhibit was Sales Manager Arthur Davidson, assisted by W. J. Ruhl, F. A. Miller, William Walker, Joseph Buckingham, the Metropolitan representative, and L. Alford.

TWO-SPEED ARRIVAL IN THE HENDERSON LINE

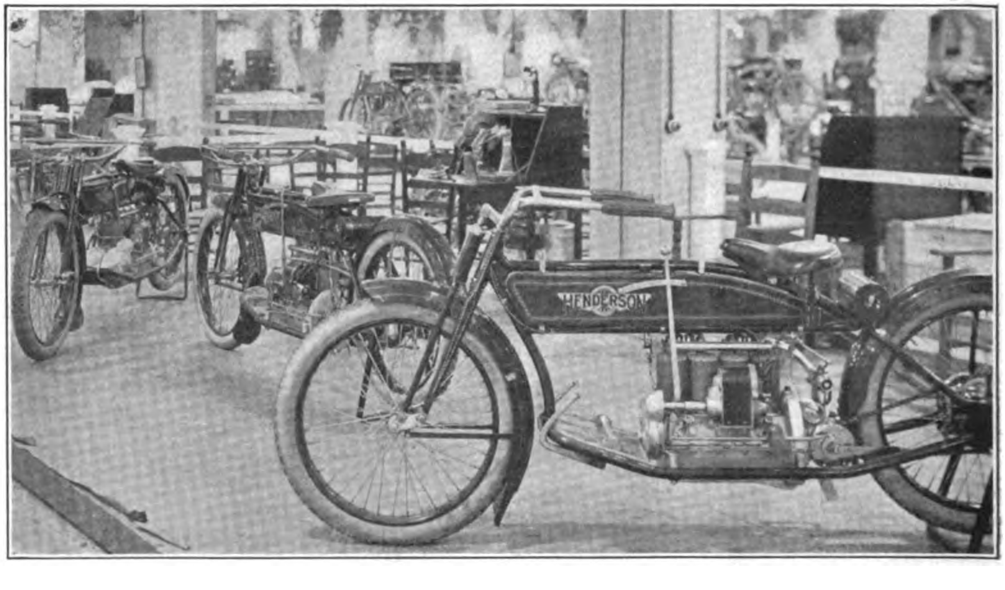
Planetary Two-Speed Gear Is Mounted on Rear Hub at Left Side and Operated by Side Lever; Eclipse Type of Multiple Disc Clutch Has Been Increased in Size; Lighter Pistons and Unique Wrist-Pin Fastening; Brake May Be Operated by Either Foot.

REPRESENTING the four-cylinder adherents in the American motorcycle field, and the only one at the Show, the Henderson was thoroughly inspected by visitors, whether riders or prospective owners. In outward appearance the machines shown were the same as those put out in 1913, but the demonstrators pointed out many interesting minor changes in the 1914 product. The term minor, by the way, refers only to looks, as no change toward getting greater efficiency can be considered unimportant.

The three machines shown were fitted with the new and powerful band brake, the leverage of which is greater than that used in 1913 models and which acts equally well in either direction. Like the former models, the brake is operated by either pedal, at the footboard in front. The magneto, which is an EU4 Splitdorf, of automobile type, is driven by its own shaft, but the Oldham coupling on the 1913 models is replaced by a sleeve coupling in the new machines. The Eclipse type of multiple disc clutch has been increased in size and surface and is operated by the side lever, pivoted just forward of the front breather pipe on the crankcase. The cylinders are of the inlet-over-exhaust type with a common chamber, and there is an air space between the chamber and barrel which allows of the cooling of the valve and its seat and thus prevents warping. The pistons are made lighter and have an unique wrist-pin fastening in the shape of a Cotter-pin which passes through pin and boss.

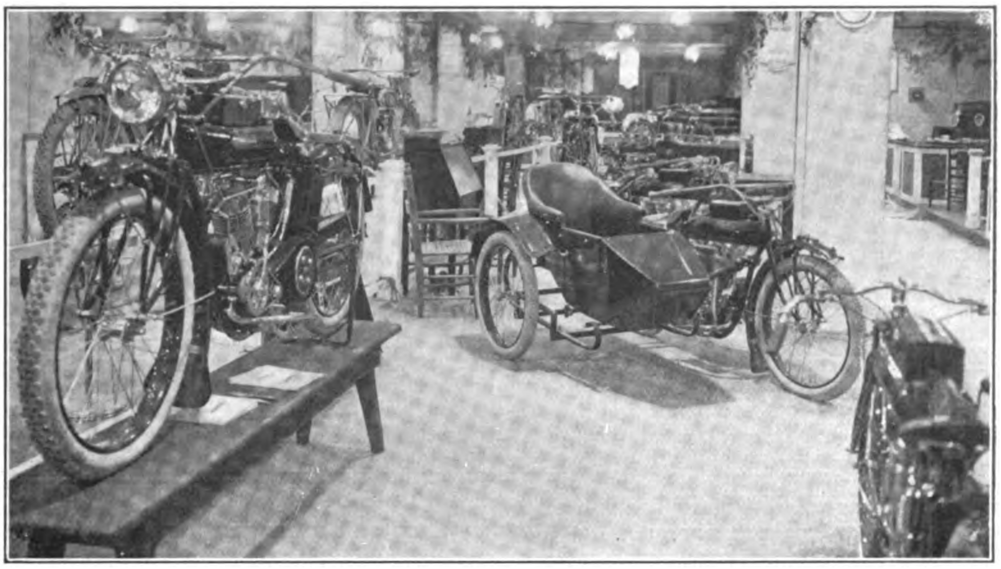
The two-speed model is the same as the regular model, but with the addition of a planetary two-speed gear mounted on the rear hub at the left side. The gear is operated by a side lever working in a double-notched quadrant and having the same form as the clutch lever, save that the wood knobs on the ends are bent in or out as the case may be to prevent any false grasping of the wrong lever.

In charge of the stand was President Thomas Henderson, assisted by E. P. Gunther and H. A. Fargo, the latter of transcontinental sidecar frame.



HENDEE SPECIAL HEADS INTERESTING FAMILY

Attention Centered on Latest Wigwam Product at the Show Stand, But No One Neglected to Inspect the Other Fully-Equipped Models; Minor Improvements Are Noted in the Special, Including Use of Cone Clutch in Connection with the Dynamotor.



WHILE attention was focused on the Hendee Special model, with dynamotor and accumulator equipment for starting and lighting, quite a proportion of Show visitors were equally interested in the fully-equipped models, both with and without two-speed gears at the stand of the Hendee Mfg. Company. These were fitted with electric headlights taking a 12-candlepower bulb, a tail-lamp using a 2-candlepower bulb with number-plate lens, and fitted to a special bracket, and an electric warning signal or horn, all fed by a pair of accumulators mounted at the sides of the seat post. A Corbin-Brown rear-drive speedometer completed the equipment, which was practically the same as on the Special, except for the dynamotor and dependent organs, and the luggage-carrier.

In the Hendee Special models, there were some minor improvements in the fittings, such as the providing of the starting control lever with a ball-end, and making it of round section; the use of a cone clutch in connection with the dynamotor, and the leaving off of the tripper-spring for the control lever. The latter was found unnecessary and no longer is to be used, it is reported. On all the models exhibited, the forkside reinforcements were noticeable, as well as the braces between the handlebars, and the positive locking device in the handlebar stem. The new form of spring cluster was commented upon by technical men in particular as a most ingenious and sturdy design, particularly when the strain to which it is subjected isconsidered.

The filler stand-pipe for the gasoline tank in its new position, just in front of the shut-off valve, was remarked by riders for one point in particular; that of seeing the amount of fuel in the tank close to the shut-off through which the last ounces drain off to the carbureter. The location of the priming-syringe in the stand-pipe enables fuel to be obtained for priming, even at the very lowest levels in the tank.

Reverting again to the Special model, the excellence of the contact-maker construction was most noticeable. Battery ignition contact-makers have always been "whales" as regards current consumption, but that fitted to the Hendee Special model is, in comparison to them, really stingy. At the opening of the Show the Indian exhibit was in charge of J. H. O'Brien, assisted by A. Zimmerman, Walter Goerke and H. H. Noyes, but later Sales Manager Wechsler, Charley Spencer and Messrs. Jackson and McNaughton and Gustaffson were on hand, as well as J. J. O'Connor, of the publicity department, and Oscar Brant, the New York representative.

NEW TWO-SPEED TWIN FOR THE POPE LINE

The R-14 Model Embodies Dog-Clutch Two-Speed Gear Mounted on a Special Bottom Bracket, and Has the Final Chain Drive on Right Side of the Machine, an Innovation in American Motorcycle Construction; Motor Is Started by Ingenious Pedal Gear.

AT the exhibit of the Pope Manufacturing Company, Westfield, Mass., the center of attraction was the new R-14 model, fitted with a dog-clutch two-speed gear mounted on a special bottom bracket. This machine bristles with novelties, and the services of Messrs. F. W. Starr, R. H. Smith and B. A. Edgar, of the factory organization, were constantly in demand in explaning the various details. A 7 h. twin and a 5 h. chain-driven single were also shown, both in the familiar Pope grey; a red twin fitted with axe, lantern and pair of chemical extinguishers for first aid at fires, and a 4 h. V-belt model were additional attractions.

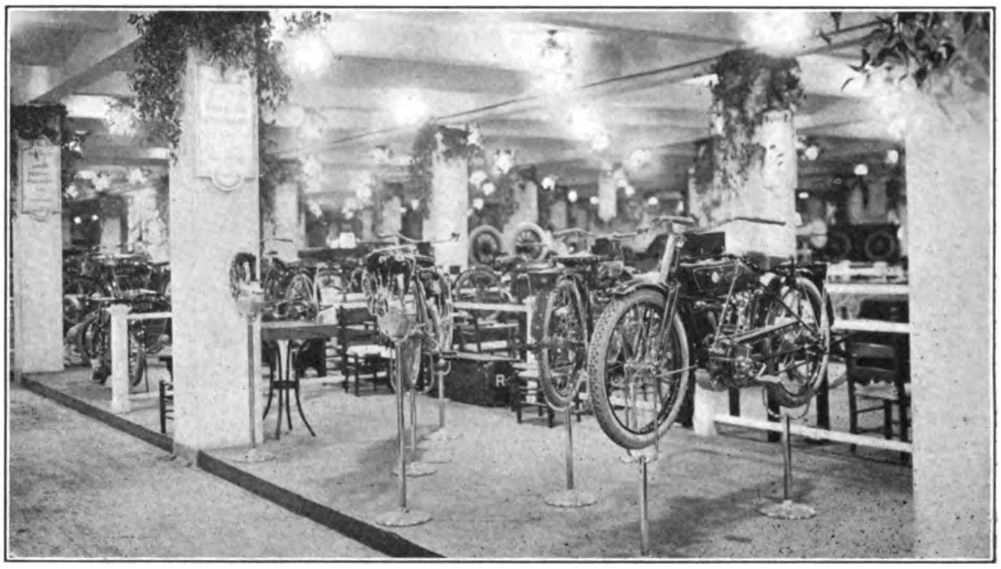
The motor of the R-14 machine is the same as that of the regular twins as far as outward appearance is concerned. The diagonal magneto drive shaft is carried on S. K. F., self-aligning ball-bearings with double races. A chain from the motor-shaft sprocket leads over a sprocket on the Eclipse clutch mounted on the main shaft of the two-speed gear. The gear itself is fitted to a special bottom bracket on the frame, and has the final chain drive on the right hand side of the machine, an innovation in American motorcycle construction. The clutch is controlled by a ball-grip lever on the side of the tank, while the control of the two speeds is by another lever working in a slot in an extension of the same quadrant as the clutch lever, but forward of the latter. The gear lever is interlocked with the clutch so that it cannot be moved unless the clutch is disengaged.

The motor is started by a special pedal-gear, consisting of a chain and sprocket combination, acting directly on the motor shaft. The pedal countershaft is located forward of the two-speed gearset and there is a roll-clutch fitted to the motor shaft, which allows the rider to start the motor direct.

In addition to the technical staff, the exhibit is attended by Messrs. D. G. Ryan, F. R. Swayne, L. D. Harden, of the factory sales staff, and Messrs. J. P. Fogarty, W. G. McGrath, F. B. Rau, F. A. Pratt, William Boyd and G. A. Clark.

UNIT POWER-PLANT IN THE READING-STANDARD

Rearward Extension of Crankcase Houses Compact Gearset; Two-Speed Gear Is of Dog-Clutch Type with Direct Drive on the High-Speed and Indirect Drive Through Side Shaft for Low Speed; Cone Clutch Has Considerably Increased Surface for 1914.



UNIT power-plant construction is rare in motorcycle design, and the only representative of this type at the show was the Reading-Standard 10 h. twin. At first sight it is difficult to locate the gearset owing to its small size, and from the fact that it is a unit with the crankcase, but a close scrutiny will show it attached—just as in the regular models —to the bearer at the foot of the seat-post.

The two-speed gearset is housed in a small cylindrical casing formed at the rear of the crankcase, the outside walls being the same for both. The walls are very smooth, being tooled to give a spot-finish and making a construction easily cleaned by merely wiping it down with a cloth. The two-speed gear is of the dog-clutch type, with direct drive on the high-speed and indirect drive through the side shaft for low speed. It is put in place or removed bodily through a port in the left-hand side, the port being the full width of the casing. A hollow projection on the left side of the crankcase houses the clutch which is of the cone type. One member of this clutch is carried on the motor shaft while the other is carried by a sleeve on which is a spur gear. This gear meshes with a second gear, the latter in its turn driving one of the gears on the main shaft of the two-speed set. The engagement of the clutch locks the motor shaft and gear together. The drive to the rear wheel is by single chain from a sprocket on the main shaft of the two-speed gear. The clutch casing has an end plate of sufficient size to enable the ready removal of the clutch by taking out the screws holding the plate in position. The female member of the clutch is set into and out of engagement by means of wolf-tooth clutches, operated by a lever extending upwards and connecting by a rod to the regular clutch lever. The latter has a foot-pad and latch so that it may be operated by either hand or foot as desired, this feature being found on all the new Reading-Standard machines. It might be added that the unit power-plant fits into the regular frame without alteration and there is no undergearing on this model.

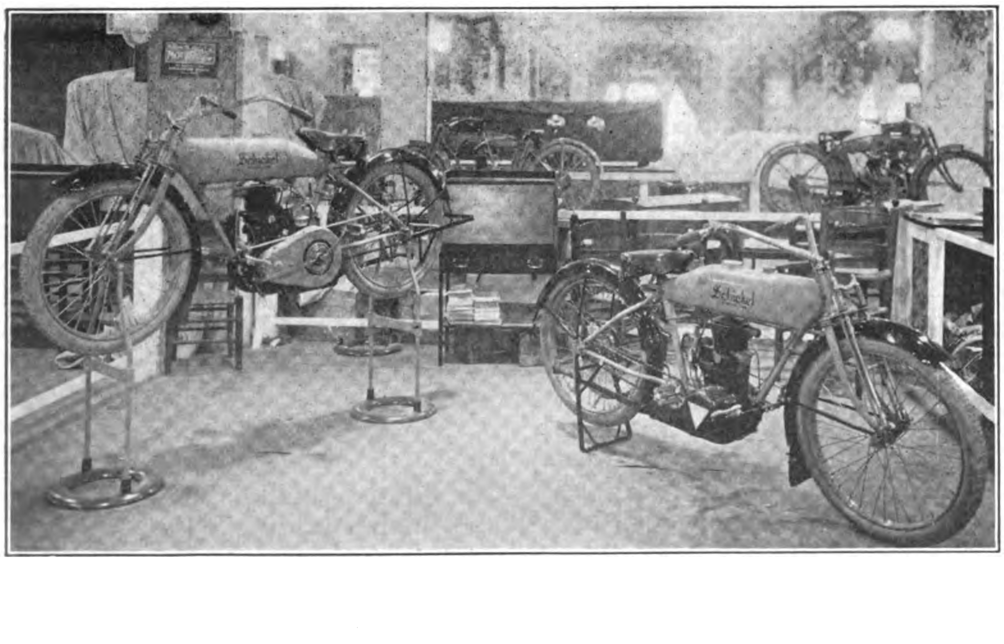
The undergeared drive brought out three seasons ago is continued on all but the unit power-plant models, and the cone clutch in each case has had its surface increased to 1¼ inches in width. The combined hand-and-foot clutch lever is fitted with a powerful take-off spring to insure disengagement of the clutch as soon as the latch is released. The ball-bearings are made larger and stronger within the clutch body, and the undergeared belt drive is shown fitted to a 5 h. single machine finished in sylvan green. The foot-brake on this machine is a V-block which acts in the groove of the rear pulley. The latter is 12 inches in diameter and is well clear of the road, needing no guards to prevent splashing, etc. The remaining models shown were a 7 h. chain drive and a 5 h. single chain-drive. A section of both single and twin motors and the various parts were to be seen, as well as a cutaway model of the two-speed gear.

The exhibit was in charge of Chief Engineer Franklin Dolt, assisted by Messrs. G. E. Wood and Gene Coughlin, the New York representatives, Harold A. King, and A. Lardino, the Jersey City agent. President A. S. Deysher was on hand during the show and extended the hand of welcome to all of the R-S friends.

COMFORT A PRIME ASSET OF THE SCHICKEL

Flexibly-Mounted Footrests, Shock-Absorbing Seat Mounting and Dual Brake Control Combine Simplicity in Equipment with Unusual Ease in Riding; New Hinged Rear Mudguard Facilitates Removal of the Wheel.

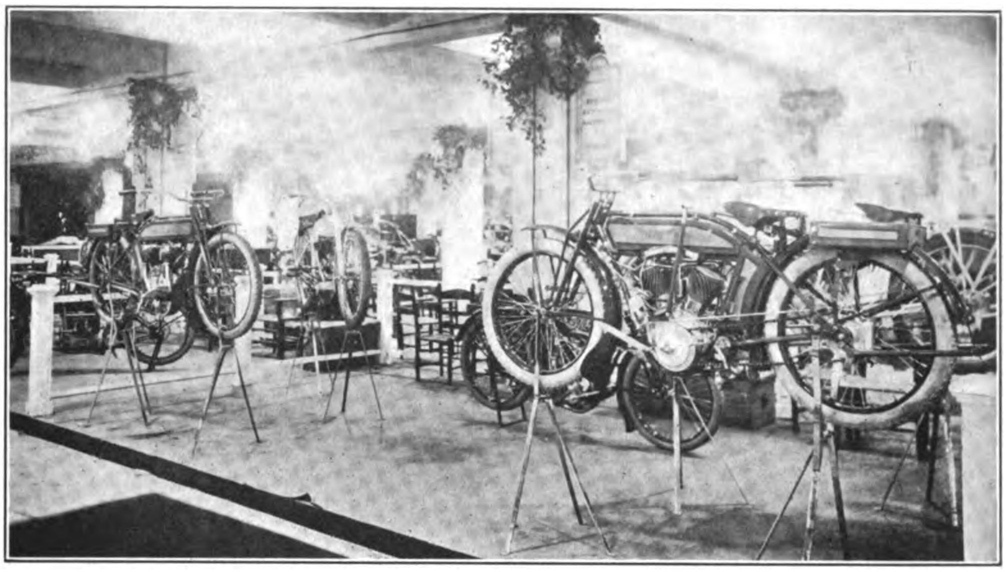
TWO attractive two-stroke sixes were shown at the stand of the Schickel Motor Company, of Stamford, Conn., and the factory, sales and technical forces were well represented by Messrs. Norbert H. Schickel, H. A. Skinner, C. Wright and B. Brunzel. The comfortable position of the rider on the Schickel was generally commented upon by those who studied this representative of two-stroke practice in America, the flexibly-mounted foot-rests, shock-absorbing seat mounting, and dual brake control being considered the acme of comfort and safety. The ease with which the rear wheel can be removed, facilitated by the hinged rear mudguard, was demonstrated and the excellent black finish of the crankcase, muffler and tail-pipes drew forth praise from seasoned riders. In these models, the carbureter is fitted at the rear of the motor and protected from splash by a circular screen fitted over the auxiliary air-inlet. Any oil in the exhaust passing through the compression release is trapped and carried off by a pipe whose termination is below the crankcase at the front. The fact that no motors are allowed to be operated by their own power prevented the demonstrators from showing the strong and continuous delivery of power which is a feature of Schickel motor building.



NINE HORSEPOWER THOR TWIN ON DISPLAY

New Power Plant Follows General Lines of Former Models, but Embodies a Number of Improvements; Clutch and Front Sprocket Almost Completely Housed; Dual Operation of Coaster Brake Involves Unique Construction; an Attractive Luggage-Carrier Fitted.

A POWERFUL motor is always a center of interest, and the new Thor twin of 9 h. proved no exception to the rule at the show. It was mounted very prominently at the front of the exhibit, where its many new features could be seen readily. Commencing at the front, the motor itself is new, but is along the general lines of Thor twin practice as heretofore. The clutch and front sprocket are covered by a nearly complete metal housing, leaving only the drive chain projecting and thoroughly protecting it and the various transmission parts. This model is fitted with the Thor two-speed, which is operated by a lever having an oval-shaped handle by means of which the clutch is disengaged and the different speeds caused to operate.



The change-gear links reach to the gear on the rear hub, and only a slight motion is necessary to effect either change. A novel feature in dual operation of the coaster brake (of special Thor type), lies in the fitting of a small clutch on the pedal shaft bracket at the right side. This clutch is operated by a rocking device attached to the tail of a foot-lever or pedal near the footboard on the right side, the action of pushing on the lever causing the regular pedal-gear to "back pedal" and set the coaster brake. The form of this pedal is unusually graceful and suggests ample strength. The tread is deeply serrated to prevent any slipping of the foot.

The machine is fitted with footboards, hinged to fold up for storage in narrow space or should a fall occur. The treads are also formed to prevent slipping of the foot. The luggage-carrier is fitted so as to be practically in one piece with the mudguard and is box-shaped, the tools, or other paraphernalia being carried in a sliding drawer opening to the rear. The carrier is large and has a great capacity, and is fitted with loops to strap on luggage above. It is made of sheet metal of good gauge and very strong. The finish of this machine is blue, black, and the regular Thor colors. In addition to the new 9 twin, there were also shown two 7 horsepower twins fitted with two-speed gears, a 5 horsepower single clutch model, enameled white, and a black 7 horsepower clutch twin, all chain-driven. The two-speed machines were finished in blue and black and white. Specimens of parts completed the exhibit.

At the head of the Aurora Automatic Machinery Company's forces was Sales Manager H. N. Kirk, and his assistants were Messrs. A. H. Davis, of the Chicago branch; Otto L. Endres, Ben Ruderman and A. H. Gliesman, the two latter being from the Metropolitan district.

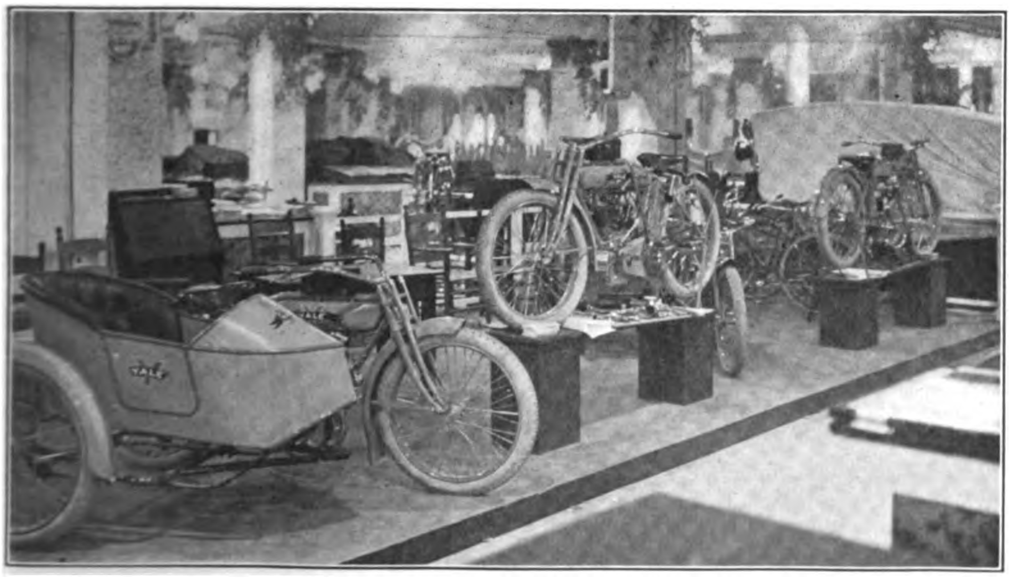
HAND AND FOOT CONTROL OF LOW SPEED YALE

Planetary Gear Is Mounted on Countershaft and Operated by Plunger-Fitted Lever Over Notched Quadrant; Tension Pedal May Be Used to Engage Low Speed, Permitting Rider to Keep Both Hands on Bars.

ALL machines shown at the exhibit of the Consolidated Mfg. Company were two-speed models, these being standard in Yale line for the new season. Of the four machines shown, one was fitted with a sidevan and another with a sidecar; a third was a 7-8 horsepower twin model intended for solo work, while the fourth machine was a 5-6 horsepower single.

A feature that appealed to every rider of experience was the combination of hand and foot control of the low speed on the two-speed gear. The gear, which is of the planetary type, is countershaft-mounted and operated by moving a plunger-fitted lever over a notched quadrant, the forward position of the lever giving the direct-drive high speed, and the rearward the low speed. The band contracting on the low speed drum is brought into action by pulling its end against a button on a rod leading to a bracket near the foot-rest on the left-hand side when the lever is moved to the rear. The foot control consists of a "tension pedal" attached to the end of this rod at the front, and when pressed forward, the rod is caused to act on the brake band even if the lever is in the free-engine or intermediate position on its quadrant. Thus a rider, in traffic, after coming to free-engine position, can start off again by simply pressing the tension pedal forward and causing the low speed to be engaged. On reaching another block in traffic, he releases the pedal, and the motor runs free again.

One feature of the Yale machines, which is only to be appreciated by mounting one, is the position of the bridge footrests. These are comfortable in any position along their movement for adjustment. The two-piece tank with electrically-welded seam, the housed inlet valves with priming cup, and the top anchorage for the cylinders are to be seen on all models. The sidecar shown has a remarkably strong frame and comfortable springs for the body. The front attachment, usually a source of weakness in three-point suspended sidecars, due to slipping of the clamp on the



longitudinal frame tube, has a squared clamp which fits over a squared section of the tube and prevents sag. The triangular front member of the frame gives great rigidity to the structure, while the method of carrying the wheel and hub deserves more than passing notice. The central cross member is extended to the rear and meets the upturned end of the rear cross member or main axle, and at their junction is mounted the sidecar axle and hub. The mudguard has its front end attached to a long lug formed on the rearward section of the middle cross-member, and is braced by two pairs of flat stays at the top and rear end of the guard. The outer stays are attached to the axle pin.

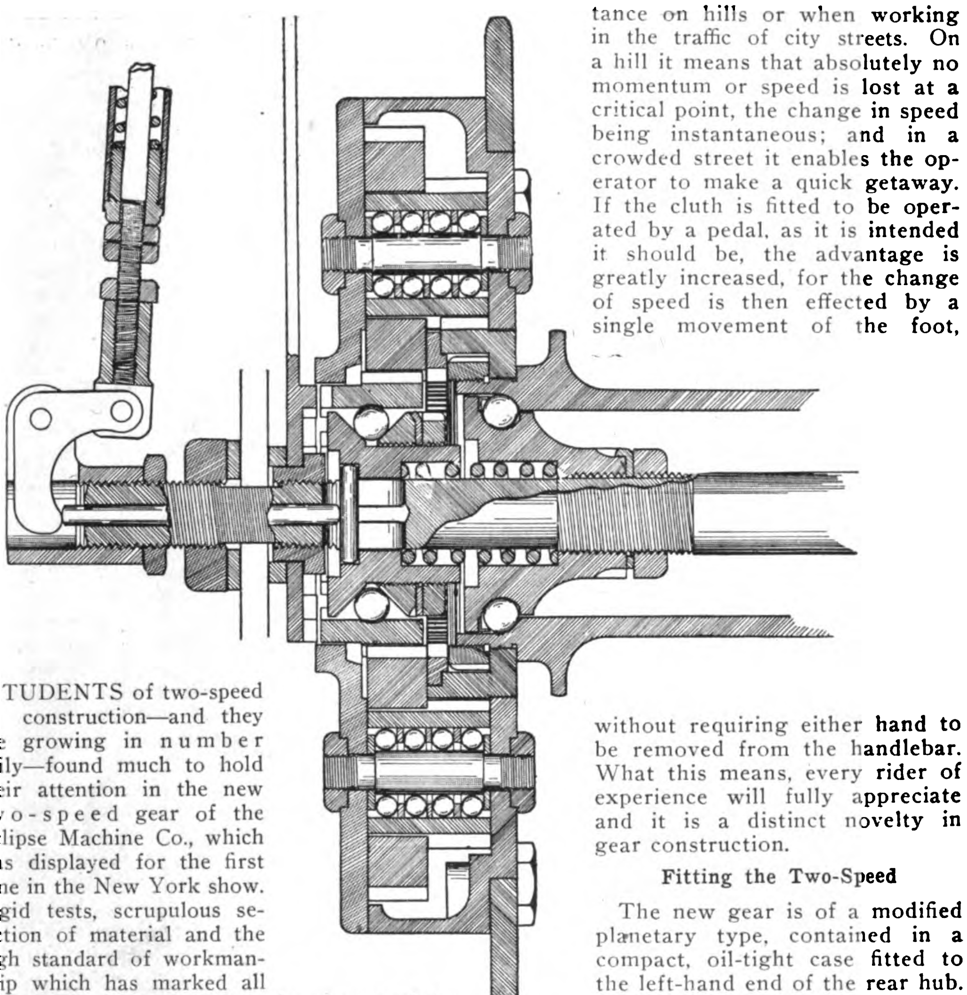
The body is of the coach-built metal type, with pointed nose, and is carried on C-springs at the rear. The front springs are multi-leaved quarter-elliptics of great cup, attached at each end of a cross-bar at the base of the nose-slope, front and rear springs being practically continuous from front to rear. The side wheel is fitted with a three-inch tire. The cross connections attach so as to roll the sidecar along and not drag it, the whole construction having the effect of an underslung sidecar with the advantage of good clearance as well.

At the exhibit were Messrs. O. W. Fuller, Robert Hinds, Fred W. Stierhoff, Carl Leander, R. H. Cornish and the New York agent, Louis Goldsmith.

A full line of drop forgings used in the construction of the firm's product was shown in both the rough and finished condition, as well as Yale and Snell bicycles.

NEW TWO-SPEED GEAR FROM ECLIPSE FACTORY

Ingenious Device Displayed for First Time at New York Show, Can Be Attached to Any Standard Chain-Driven Motorcycle—Controlling Mechanism is Simple and Positive and Gear May be Shifted From High to Low, or Reverse, Directly, Without Throwing Out Clutch or Endangering the Gear; of Value on Hills or in Traffic



STUDENTS of two-speed construction—and they are growing in number daily—found much to hold their attention in the new two-speed gear of the Eclipse Machine Co., which was displayed for the first time in the New York show. Rigid tests, scrupulous selection of material and the high standard of workmanship which has marked all the Eclipse products insure the success of the two-speed, and its makers need nothing more than the interest aroused at the show to convince them that they have arrived at the psychological moment with a big business-getter.

The Eclipse two-speed is unique in that it can be easily fitted to any chain drive motorcycle in use, of whatever make. Still another feature of the new gear is that it can be shifted from high to low, or the reverse, directly, when running at any speed without throwing out the clutch or endangering the gear. This is a matter of the utmost importance on hills or when working in the traffic of city streets. On a hill it means that absolutely no momentum or speed is lost at a critical point, the change in speed being instantaneous; and in a crowded street it enables the operator to make a quick getaway. If the cluth is fitted to be operated by a pedal, as it is intended it should be, the advantage is greatly increased, for the change of speed is then effected by a single movement of the foot, without requiring either hand to be removed from the handlebar. What this means, every rider of experience will fully appreciate and it is a distinct novelty in gear construction.

Fitting the Two-Speed

The new gear is of a modified planetary type, contained in a compact, oil-tight case fitted to the left-hand end of the rear hub. Where a machine already has an eclipse hub and brake, all that is necessary is to unscrew the driving sprocket and put the two-speed gear directly in its place. Where other styles of rear hubs are used, it will be necessary to replace them with a hub arranged to take the gear-case fitting, and here an Eclipse hub, with band brake, would be a desirable type.

How the Gear Is Made Up

The main driving gear is attached rigidly with the end of the hub by castellated lugs and secured by a locking ring and a lock washer in a substantial manner. This gear is annular in form and is provided at its outer end with internal teeth that correspond with the teeth of the sun-gear which is carried by a large ball-bearing that is fitted to slide longitudinally on a fixed axle. The gear case to which the driving sprocket is bolted carries the double planet gears by the studs. There are four of these studs and gears, and each set of gears is carried on four ball-bearings.

It was noted that these studs extend through both sides of the gear case and are bolted on the outside, making a very substantial construction that prevents all twisting of the studs. A hub mounted on the fixed axle outside the gear case, carries clutch blocks, and a lever attached to this hub is anchored to the rear-stay of the motorcycle frame. The sun-gear carries on the outer end of the hub corresponding clutch blocks by means of which it can be locked to the fixed clutch blocks. The planet gears are always in mesh with the main driving gear and the gears are always in mesh with the sun-gear.

The Operating Process

To operate on the high gear, the sun-gear is moved a short distance to the right when it enters and meshes with the interior teeth in the left-hand end of the main driving gear, thus locking all the gears together, and the sprocket then drives the rear wheel direct.

To throw the gear into action and produce the low speed, the sun-gear is shifted to the left until the clutch blocks on its outer face is engaged with the blocks thus holding it from rotating and at the same time freeing the gears. The driving sprocket now revolves, carrying with it the case and the planet gears. This causes the gear to revolve as it is in mesh with the stationary sun-gear; and carrying with it the gear which is in mesh with the main driving gear, the latter is driven at a lower rate of speed than the sprocket is making, owing to the reduction that takes place in the intermediate gearing.

The Controlling Mechanism

The shifting of the position of the sun-gear is effected in one direction by the action of the bell-crank lever, mounted on the outer end of the fixed axle, and in the other direction by the spiral spring. When the rod connecting the foot operating pedal with the ball-crank lever is pulled out, the lever acts to force inward the pin extending into the axle and carrying a key that engages with the bearing of the sun-gear, thus forcing the latter inward against the action of the spring and causing all gears to be locked on high speed. A reversal of the motion of the operating rod releases the pressure on the pin and the spring at once shifts outward to engagement with the clutch of the low speed anchor lever.

During this shifting operation there is necessarily a short space where the sun-ring is not engaged with the teeth of the main driving gear or the low speed anchor lever, but as there is no practical use for a neutral position in the operation of this gear, no provision is made for holding in this neutral stage, and it is permitted to pass directly from one speed to the other which it does quickly and easily.

It was noted that while the sun-gear is in its neutral position, between high and low gear, it is revolved by an engagement with the planet gear, and this insures its prompt engagement with the locking devices on either hand.

Shifting Is Easy and Positive

Another device which, while not new has been adopted in connection with this gear, is the spring arrangement introduced in the operating rod. Where rigid operating connections are used, it is often necessary to hold on to the shift lever or pedal for a period of time until the clutch engages. By cutting the operating rod and introducing the spiral spring connection, the foot pedal may be thrown directly into the high gear position and the pull transmitted by the top portion of the operating rod compresses the spring, which transmits a steady continuing pull on the operating rod that not only insures the engagement of the clutch but holds the gear permanently in the desired position.

Strength and Simplicity

In the construction of the Eclipse gear, simplicity and refinement are seen in every detail. Every moving part is mounted on ball-bearings and every connection is carefully secured by lock nuts and lock washers of special design, to insure that nothing within the gear case shall loosen or get out of adjustment.

Another valuable feature is that there is not a single bolt, screw or nut inside the gear case, so there is nothing to come adrift and damage the gearing. The gear case itself is carefully designed so that the joints are absolutely tight and oil-proof; and in the operation of the mechanism there is no side thrust on any of the ball bearings, an important feature in bearings of this description that insures against future trouble.

The reduction effected by this gear is about 66 per cent., or, in other words, for every five revolutions of the rear driving sprocket, the rear wheel will turn three times when the low gear is in action. When in high gear, the drive is positive and direct so that there is neither loss of power by friction nor any wear on the mechanism.

This new gear is from the design of F. S. Ellett, mechanical engineer of the Eclipse company, who has made a study of two-speed gears for motorcycles for many years, and has, during that time, built and tried out a number of different devices, thereby thoroughly ascertaining the requirements of such gears, and learning by actual experiments the best methods of handling the problem. The present gear therefore, represents the results of many tests under actual working conditions, and it has had a long and thorough trial on the road under severe conditions of service.

DUNHAM SIDECAR IS STRONG AND ROOMY

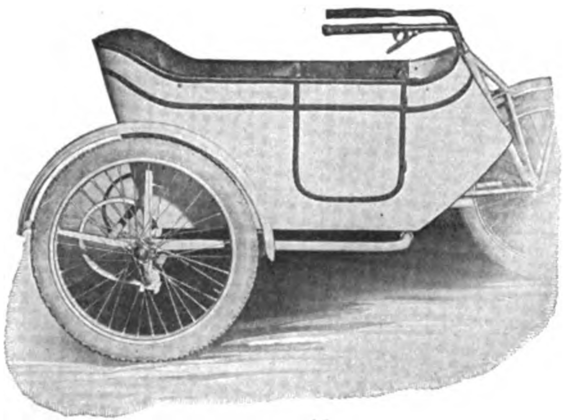
Both Pleasure and Commercial Types Are Offered by the Thomas Dunham Company, and the Former May Be Fitted with Auxiliary Seats in Order to Carry Double Load.

THE accompanying illustration shows the Dunham sidecar, manufactured in both pleasure and delivery models by the Thomas Dunham Company, of Aurora, Ill. The manufacturer has completed arrangements with the Harry Svensgard Sales Corporation, 471-473 Woodward avenue, Detroit, Mich., whereby the latter company will act as sole selling distributor for the Dunham.

This sidecar is constructed with special regard for safety and comfort, and is roomy enough to accommodate a "six-footer" with ease, the body measuring 58 inches in length, and 21 inches in width, between the cushions. The seat is placed six inches from the floor, and the back measures 25 inches, with sides of 20 inches each. One of the Dunham's unique features is a child's seat, priced at $2, which enables a child to be carried with no annoyance to the adult passenger. The car may also be equipped with a lap seat with which another adult passenger may be carried, for $3 additional. This lap seat rests upon the frame entirely, not interfering with the other passenger.

In its lines, the Dunham follows automobile construction, producing a very handsome effect. The frame is of ash and 10 gauge seamless steel tubing, 1⅛ inches and 1¼ inches in diameter. The wheels are made with a specially constructed hub and a "knock-out" axle and have 40 spokes and a C. C. rim. Detaching from the motorcycle is quickly accomplished by removing two nuts and a draw bolt. The body is upholstered in imitation leather and comes finished to match all standard makes of motorcycles. The pleasure model, together with fittings for any motorcycle, sells for $85.

The delivery model measures 42 inches in length, and 20 inches in width, and is 20 inches high. Although this is the standard size, other sizes may be had to order. The standard delivery model retails, complete, for $75; or the frame, wheel, etc., may be had, without the body, at $50. The makers will supply a specially made storm-apron for $4.50 additional. Both of these models are sold under an ironclad guarantee regarding quality and workmanship, and the makers offer to replace any defective part.



The Dunham Sidecar.

MAJESTIC IMPROVEMENTS

What promises to be the most popular improvement in the Majestic sidecar line for 1914 concerns the Wind-splitter model in which the front has been enclosed. This change in construction provides a space which may be utilized for tools or luggage, its area being approximately 200 cubic inches. As the Wind-splitter is already looked upon as the leader in the fast-selling Majestic line and the improvement herein referred to promises to make it even more difficult for the Worcester folks to keep abreast of orders.

On the Majestic delivery van the company has strengthened a number of structural features and is using an underslung chassis with three-leaf vanadium springs of the "C" type. A material gain in strength and resiliency is the outcome of the changes.

CHAIRMAN McLAIN OBJECTS

A long letter has been received from Chairman O. F. McLain, of the F. A. M. Legal Action Committee, in which the Indianapolis official argues that a sum of money in the Federation treasury which should have been devoted to legal action work has been spent in connection with other departments. He resents this action and is distributing postcards requesting "F. A. M. Official Delegates" to vote upon the proposition to restore to the legal action fund the $402.86 which he claims was dispensed in other F. A. M. work. McLain is also asking for a vote upon his plan to appropriate $50 to assist fighting an unreasonable Georgia tax.

Strong Lineup of Improved Majestic Models at the Show; Note the Wind-Splitter Models.

LATEST ACCESSORY OFFERINGS AT THE SHOW

Some Brand New and Others Embodying Noteworthy Improvements Which Entitle Them to the Continued Approval of Riders; Simplicity the Chief Aim of Designers and Manufacturers

THE FRASSE OFFERINGS

Peter A. Frasse & Company, 417-21 Canal street, New York City, are at the Show with their usual comprehensive display of Renold chains. The interest of motorcyclists centered upon the exhibit of a new series of extra light chains. The Renold roller chain for magnetos is of a ⅜-inch pitch, while the other chains range from ½ to ¾-inch pitch. Attention is called to the fact that it is generally believed that the average strain on the ⅝-inch pitch chain is 4,800 pounds, whereas it is really above 5,000 pounds. The Frasse company is erecting a new building for the purpose of taking care of the American trade in Renold chains, which are manufactured by the Hans Renold Company, of Manchester, England, and imported exclusively by the Frasse company.

MARBURG BROS.' DISPLAY

Marburg Brothers, Inc., of 1790 Broadway, New York City, are showing at their tastefully arranged booth the well-known Mea magneto, of foreign manufacture; SRO ball bearings, which are made by the oldest ball bearing factory in Europe and are fitted with balls designed by Otto Hoffman. The Marburg-Lucifer generator, which is finding many friends in the motorcycle field, and several different combination lighting outfits are also prominently displayed. The manufacturers are now calling special attention to the fact that in their latest system, a tail-lamp may be connected in series with the headlight. This feature will commend itself especially to riders in states where a tail-light is now essential.

RICH TUNGSTEN VALVES

Nothing new for this season has been added to the line of motorcycle valves displayed at the Show by the Rich Tool Company, Railway Exchange Building, Chicago, Ill. It is explained that Rich valves have given such satisfactory service that there has been no opportunity for improvement. The makers claim that these valves will not warp, pit or leak and that they save from 20 to 30 per cent. in the fuel bill. They are now listed as standard equipment on the Thor and Emblem. J. M. Thomas is in charge of the company's show booth, while George R. Rich and Russell Dale are in attendance at times.

NONPAREIL HORNS

An attractive assortment of Nonpareil horns is effectively exhibited at the show booth of the Nonpareil Horn Manufacturing Company, of New York City. No change has been made in the company's popular line of motorcycle signaling devices, but its designers are now working on a mechanically operated horn for motorcycles, similar to its automobile horn.

J. J. Cohen, president and secretary of the company, may be found at the booth part of the time, while F. C. Van Gieson, Eastern representative, is in charge.

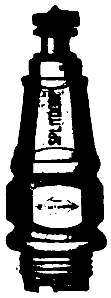
SHOW SKELETON MOTORCYCLE

One of the outstanding features of the display of the Standard Welding Company, of Cleveland, Ohio, is its skeleton motorcycle, made from the various parts manufactured by the company. A glance at this machine, complete except for the motor, tires, etc., gives the rider an idea of the extensiveness of the Standard company's line. The company is now busy with factory extensions, additional space being required for the manufacture of wire wheels, a phase of the industry the company has just taken up.

In attendance at the booth are B. L. Dodge and A. F. Stengle, of the factory, and L. D. Rockwell, of the New York office.

NEW SPLITDORF PLUG

Of chief interest to the motorcyclist at the booth of the Splitdorf Electric Company, of Newark, N. J., is the company's Common Sense motorcycle spark plug, which has recently been improved. The Common Sense plug, which is shown in the accompanying illustration, is supplied with a new terminal that will take any clip or connection on the market, and thus it is adaptable for use on any make of motorcycle. The sparking points are single and set at right angles to each other. The insulator is made of imported ruby India Mica and has proved its durability.



"OLD SOL" LAMPS

The Hawthorne Manufacturing Company, of Bridgeport, Conn., had a very interesting Show exhibit, including their improved lamp models for 1914. The firm's combination tank-carrier bracket is meeting with the approval of riders and agents throughout the country, some dealers even furnishing this bracket as part of the regular equipment of their machines. Being fastened across the handlebars, the manufacturers claim that it adds to the stability of the motorcycle, distributing the weight more evenly, while its position also makes it particularly adapted to Harley-Davidson machines. During the coming year, all "Old Sol" lamps will be equipped with reflectors, which will add greatly to the efficiency of the lamp, concentrating the beam on the road, and keeping the light from before the rider's eyes. Electric lighting outfits were also featured prominently at the Hawthorne booth, and it was stated that these outfits are meeting with marked favor among all classes of riders.

MILLER SPECIALTIES

The Charles E. Miller booth presented the usual wide variety of motor sundries and it was stated that Mr. Miller will place an exceptionally cheap spark plug for motorcycles on the market in the near future.

BREEZE CARBURETERS

The Breeze Carbureter Company, 250-252 South street, Newark, N. J., is showing a comprehensive line of carbureters at their Show booth, including their model F, featured by a four-in-one tank valve, which embodies an emergency tank, a fuel strainer, a shut-off and a drain-cock in one. This valve is easily attached to any tank in use at present, and may be used with gravity or pressure feed. It is priced at $2.50, and may be attached in from fifteen to twenty minutes. The new model positive carbureter, which is a self-priming device without an auxiliary air-valve, has but one adjustment, namely, that for gasoline. It is claimed that the positive carbureter, which has never been exhibited before, will deliver the amount of gasoline necessary to produce the right quantities of gas and air to give the engine power enough to start with throttle wide open. The Breeze company has also some new styles of flexible metal hose on exhibition, particularly their style I. L. N. S., which is intended for the exhaust piping system between the exhaust manifold and the muffler. It is absolutely gas-tight, and is heatproof. Radiator connections may be made from flexible metal hose covered with rubber. The gasoline hose is made from galvanized steel covered with vulcanized rubber. The Col Mac exhaust outfit is also shown, with an improved hood around the exhaust pipe.

ELECTROBOLA HEADLIGHT

Foremost among the motorcycle accessories exhibited at the Show by the Garage Equipment Manufacturing Company, of Milwaukee, is the Electrobola headlight. This headlight is cast of aluminum and has exceptional strength. The company also displays its line of motorcycle tail-lamps, valves and exhaust horns. It reports having just completed the installation of machinery on a new floor which has been added to its factory.

AT THE NEVEROUT BOOTH

Special attention was called to the Neverout patent air-cooled generator, and the new projector used on the Neverout headlights, at the stand of the Rose Manufacturing Company, 910 Arch street, Philadelphia, Pa. The projector is a hood which serves to keep the light out of the rider's eyes. The generator cools the gas and prevents water and particles of dust and dirt from entering the burner. The company's producing capacity has recently been increased by the completion of factory extensions.

NEW CEMENTLESS PATCH

In addition to their usual line of patches, Charles O. Tingley & Company, of Rahway, N. J., are displaying a new cementless patch, and a lace-on tire boot at their booth in the Grand Central Palace. Both of these products are new for the 1914 season.

PREPARING FOR CONVENTION

Plans are being made by the Bay City and Saginaw Motorcycle clubs for the Michigan state convention which will be held in June, 1914. A race will be held on the Northeastern Michigan Fair ground track in Bay City, and Governor Woodbridge N. Ferris will be invited to speak at the convention.

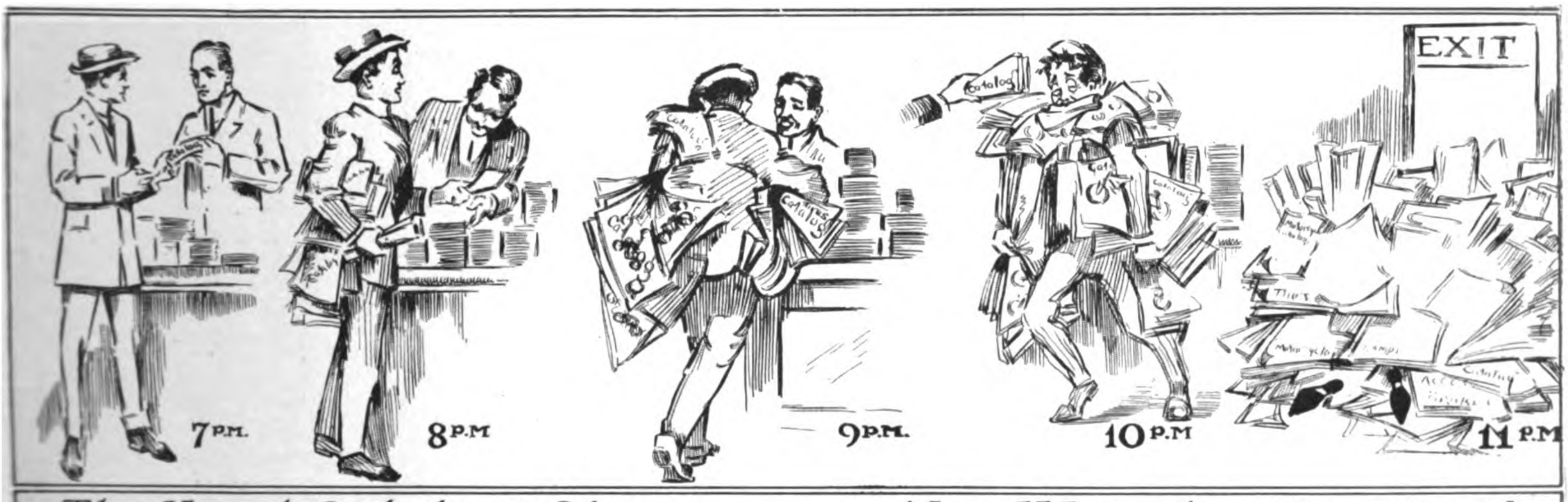
NEW DIRIGO MOTORCYCLE OIL

An excellent display of lubricants is found at the stand of the Platt & Washburn Oil Company, of 11 Broadway, New York City. This company has recently perfected its motorcycle oil, which is one of the features of the exhibit. It is listed as the Dirigo motorcycle oil, and is claimed to be of exceptionally high flash and fire test, which qualities are essential for the best results in a motorcycle motor. The body of this oil enables it to withstand the terriffic heat without breaking up, and to lubricate at all times whether on high or low speed. Dirigo motorcycle oil is also especially filtered and contains very little carbon.

J. M. Stockfisch is in charge of the Platt & Washburn exhibit, with H. A. Parson and J. N. Green assisting.

FUNKE SHOWS "COVENTRY" CHAINS

Coventry chains are being featured at the Show by the Herbert F. L. Funke Company, 112 Broad street, New York City. Coventry chains are manufactured by the Coventry Chain Company, Ltd., of Coventry, England, and are distributed in this country exclusively by the Funke company. In a new style of drive shown at the Funke stand a special shock-absorbing sprocket, designed for fitting on the countershaft, performs functions similar to those formerly taken care of by a compensating sprocket.



The Usual Catalog Story — No Words Needed!

The Funke company is also United States distributor for the B. & B. carbureter, manufactured by Brown & Barlow, Ltd., Birmingham, England. It is stated that the B. & B. carbureter is used on more than 80 per cent. of the English motorcycles.

STEWART IMPROVEMENTS

One of the most interesting exhibits is found at the stand occupied by the Stewart-Warner Speedometer Corporation, 1826-1852 Diversey Boulevard, Chicago, Ill. The motorcycle speedometer has been improved by increasing the size of the magnet, which is now the same as that used on much higher-priced instruments. It serves to give a smoothly operating and easily read dial.

The Stewart company is showing a new odometer with a positive drive. A feature of this instrument is that the trip register can be instantly reset to any tenth of a mile. The advantage of this can be readily appreciated. When making a long tour a rider often desires to make a side trip, the mileage of which should not be figured. When it is possible to set the trip register back the proper record can be kept without any trouble.

The drive feature involves the use of a solid tube in place of the usual flexible shaft. In connection with this is used a worm drive with right-angle joint supporting the pinion, and all are held in place by a nut or stud, acting as a bearing for the clamp. This feature entirely does away with the objection generally raised to fitting a motorcycle instrument to the front wheel.

THE VEEDER ARRAY

No radical change is found in the line of Veeder products as exhibited at the New York Show by the Veeder Manufacturing Company, Hartford, Conn. Among the products displayed by the Veeder company are cyclometers, odometers, counters (instruments designed to register revolutions or reciprocating movements); speed counters (for finding the revolutions per minute made by a shaft or any other revolving part); tachometers (to indicate speed in revolutions per minute of shafts, generators, motor, etc.), and die castings. The Veeder instruments range in price from $3 to $50.

B. & L. LAMP LINE

Several new models of B. & L. lamps are on exhibition at the booth of the B. & L. Auto Lamp Company, 507 West Thirty-fifth street, New York City. The company lists seven models of motorcycle head and tail lamps, and states that improvements have been made in every model for the 1914 season. An extensive assortment of lamp brackets is also shown by the B. & L. company.

AT THE HERZ EXHIBIT

A Herz magneto, manufactured by Herz & Company, New York City, running completely submerged in water, is one of the most interesting ignition exhibits at the Show. The magneto is connected to a Herz spark plug and visitors may see the little machine running unconcernedly despite the adverse conditions. The entire Herz line of magnetos and spark plugs is well displayed.

GRAY & DAVIS LAMPS

An unusually attractive exhibit of head and tail-lamps is to be found at the booth of Gray & Davis, of Boston, Mass. The company's designers are working on plans which will result in the marketing of a dynamo for motorcycles similar to the well-known Gray & Davis automobile dynamo. During 1913 the company sold 400,000 lamps, and has recently enlarged its factory capacity by 50 per cent.

MASTER PLUG AND PUMP

At the Show booth of the Hartford Machine Screw Company, of Hartford, Conn., was featured the company's Master spark plug and the Master power tire pump. The Master plug is scientifically constructed of high-grade materials. The porcelain core is extremely heavy, and is built to stand unusual strains. The design is such that the plug may be easily taken apart, cleaned and reassembled and yet remain absolutely gas-tight.

MOSLER SPARK PLUGS

The A. B. Mosler Co., of Mt. Vernon, is featuring some new model spark plugs this year, among them the Mosler Vesuvius, the Mosler priming plug and the Mosler Superior, the latter a motorcycle plug. In addition, the company's Show display includes the firm's usual comprehensive line of ignition specialties.

ROYAL EQUIPMENT DISPLAY

Raybestos V-shaped brake lining and multiple disc clutch rings are the products being shown by the Royal Equipment Company, of Bridgeport, Conn., that are likely to interest motorcyclists. The company's clutch rings are used exclusively on Indian and Harley-Davidson machines.

U. S. TIRE GAUGE

Show visitors are first attracted to the booth of the United States Gauge Company, of New York, Detroit and Chicago, by a gauge with an electrically lighted dial three feet in diameter. The company manufactures the Invincible gauge, which is listed at $2. It is claimed by its makers to be the only tire pressure tester whose dial is engraved to show the pressure that should be maintained in tires of various sizes. The U. S. gauge is shaped like a watch and can be carried in the vest pocket.

MULTIBESTOS FRICTION MATERIAL

Multibestos friction material is being well demonstrated at the Show by means of a device with a flywheel having 10,000 pounds inertia, which is shown at the stand of the Standard Woven Fabric Company, of Framingham, Mass. A greater choice of widths and sizes marks this product for 1914.

HARRIS OILS

At space number 83, on the third floor of the Grand Central Palace, is the display of the A. W. Harris Oil Company, of Providence, R. I., and Chicago. The company has been manufacturing lubricating oils for more than 28 years, and its long experience has given it a knowledge of the requirements of the various types of motors. The line displayed at the show consists of Harris cylinder oils, made in three body consistencies, light, medium and heavy; Harris transmission compound, the transmission lubricant which is not a grease, but an oil reduced to grease density. The Harris line of machinery oils and the Harris motor car soap are among the other products at the company's booth. All Harris lubricants are refined from high-grade Pennsylvania crude, and are not acid treated.

NEW VOORHEES TUBE

A new tube made in four plyers of rubber laminated was the most important of the products for motorcycles shown at the Palace by the Voorhees Rubber Manufacturing Company, of Jersey City, N. J. Each layer of this tube overlaps the other, which serves to prevent leakage of air. After being filled this tube need not be pumped again for at least four months. It is a red tube and is guaranteed to be 93 per cent. pure gum. The Voorhees company has added blow-out patches for motorcycle tires to its 1914 offerings.

HAVOLINE IN SEALED CANS

Among the prominent oil manufacturers exhibiting at the Show is the Havoline Oil Company, of 17 Battery Place, New York City. Special reference is made to the fact that all Havoline oils are sold in sealed packages, thus eliminating the possibility of imitation. Attempts to substitute other makes of oils for Havoline brands have been unsuccessful, the company having just won a suit along these lines against the Valvoline Oil Company. The company also reports changes in its forces, A. H. Cross, recently having been promoted to position of manager of its Chicago branch. P. C. Conder takes the position left vacant in the New York office by Mr. Cross' promotion.

SHALER SAFETY VUL-KIT

At the booth of the C. A. Shaler Company, Waupun, Wis., is displayed and effectively demonstrated the company's new safety Vul-Kit. It is a small-sized vulcanizer, listing at $3.50, and is claimed to meet all demands of the motorcyclist as well as a larger instrument. It has two surfaces, one for vulcanizing the tube, and one for the shoe. Alcohol can be used in the generator as well as gasoline. The clamping device insures even pressure on the repair, and the handle remains cool, permitting of removing the vulcanizer as soon as the repair is completed.

CHARTS IN VACUUM DISPLAY

It is the chief aim of the Vacuum Oil Company, of Rochester, N. Y., in its display at the show, to explain to visitors by means of charts its policy of different oils for different motors. The exhibit embodies large charts showing the different kinds of feed systems, the loss and conservation of power due to the oils of different quality, and the necessity for oil of high lubricating efficiency. The Vacuum line for 1914 is featured by the company's Mobilubricant in handy tubes.

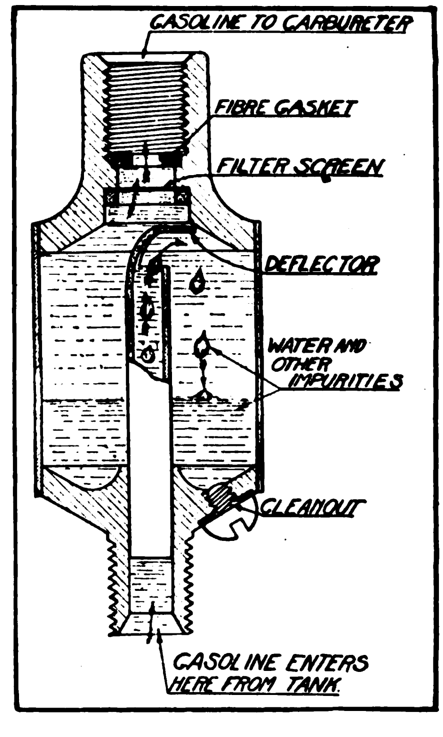
The New Britain Motorcycle Club, of New Britain, Conn., will hold a bowling tournament during the winter.

A NEW F-N TANDEM

Again the Fentress-Newton Manufacturing Company, of 253 Lafayette Boulevard, Detroit, Mich., has brought out a new and distinct tandem attachment, which is being shown at the booth in the Grand Central Palace. One outfit provides a back-rest for the rider's saddle as well as the tandem seat. Deliveries on this will be started about February 15. In addition to its tandem attachment and back-rests, the company displayed a line of F-N footrests, luggage-carriers, Universal lamp brackets, nuts and piston rings.

A STANDARD SEPARATOR

Among the exhibits of the Standard Thermometer Company, 65 Shirley street, Boston, Mass., is the Standard rear-wheel drive speedometer with disengagement attachment, which eliminates recording the mileage when the machine is run on the stand. The method of operating this is considered a decided improvement over that formerly used. In other speedometers where disengagement devices are used, they are controlled from the lower part of the clutch, which is usually covered with mud or dust. The disengagement device on the Standard speedometer is controlled by a little button on the side of the instrument itself. This is pulled out when machine is on the stand, and pushed in when the rider is desirous of having the mileage recorded. This is being featured especially in the Standard rear-drive instrument, but will be furnished with the front-wheel drive as well.



At the company's booth special attention is also called to its new Standard separator, which is designed to separate water and dirt from the gasoline. It is not always possible to drain gasoline before putting it into the tank, but with the Standard separator attached it is impossible for water or dirt to enter the carbureter. It is easily attached and does not require cutting of the supply pipe nor is any soldering necessary. The separator is made to fit Schebler and Hedstrom carbureters.

ESSEX RUBBER COMPANY

Motorcyclists found much to interest them in the way of rubber products at the booth of the Essex Rubber Company, of Trenton, N. J. The company has recently increased its facilities by the addition of the entire lower floor of a large new building. The floor, which is 60 by 200 feet, is devoted exclusively to the inner tube department. The company is now marketing a new grade of inner tube, which is already meeting with a large demand. The Essex firm claims to have the largest hydraulic press-room in New Jersey. The firm is now planning to produce a handlebar grip for motorcycles, which will be described later.

RANDALL-FAICHNEY EXHIBITS

Of particular interest to the motorcyclist at the booth of the Randall-Faichney Company, Jamaica Plain, Boston, Mass., are the MacKae Blitz spark plug and the Jericho motorcycle horn. The horn, with regular tank control, is sold for $4.50, and an additional $1.50 is charged for the improved handlebar control. The popular MacKae Blitz plug is listed at $1. The company also manufactures and is displaying a lubricant gun for motorcycles.

DIXON GRAPHITE LUBRICANTS

Dixon graphite lubricants are the chief features at the booth of the Joseph Dixon Crucible Company, Jersey City, N. J. The company is distributing neat booklets dealing with the proper method of lubricating by graphite. It claims that an inferior graphite is much more harmful than a poor grade of oil. The Dixon company has studied the situation carefully with the result that it is now offering different grades of graphite for the different parts of the machine. The company announces that it will employ three hundred additional salesmen during the 1914 season. The Philadelphia branch is to be in charge of Wiley Taylor.

AT THE GROSSMAN STAND

In addition to its extensive line of Red Head spark plugs, the Emil Grossman Manufacturing Company, Bush Terminal, Brooklyn, N. Y., is displaying a line of motorcycle parts, included in which are lamp brackets and signal devices. A ball-bearing siren horn and a tire chime feature the line of warning devices. The usual extensive line of Red Head plugs, however, is most prominent at the Grossman stand.

THE BADGER DISPLAY

A new complete motorcycle tail-light and license holder is much in evidence at the booth of the Badger Brass Manufacturing Company, of Kenosha, Wis. The company states that it is receiving large orders for their motorcycle headlight with switch connector, and for their sidecar lamps. The company's engineers are at present working out plans for the construction of a new electric headlight.

CHAMPION PRIMING PLUG

The new Champion priming spark plug for motorcycles is being featured by the Champion Spark Plug Company, of Toledo, Ohio, at its Show booth. These plugs are especially adapted to winter use. The ground steel needle valve, which is absolutely compression tight, and locked securely against vibration by a special conical spring, can be instantly operated in the coldest weather without even removing heavy driving gloves. Champion priming plugs are made in all standard sizes and sell for $1.25 each.

JOHNS-MANVILLE PRODUCTS

UNUSUAL importance attaches to the H. W. Johns-Manville Company's exhibit at the New York Show, owing to the fact that this is the first national selling organization to add an extensive line of accessories to its own products. Among the more interesting accessories in the company's exhibition will be the Jones speedometer, which became a J-M adjunct several weeks ago, but which is still manufactured under the supervision of the inventor, Joseph W. Jones. In advancing the sales of this product the company has installed a service station in each of its 49 branches. Experts will be in charge of these stations, which will enable owners of Jones speedometers to have adjustments made without loss of time.

Another product in the Johns-Manville exhibit, recently taken hold of by this firm, is the Mezger soot-proof plug, now called the J-M (Mezger) soot-proof spark plug. This plug has been on the market over twelve years and the manufacturers claim that it is now being used in over 400,000 American cars.

A small but powerful electric lamp known as the J-M Mobilite, put on the market by this concern a short time ago, will form another interesting feature of this exhibit. The J-M Mobilite makes it possible for the first time to operate an electric lighting system on dry batteries. These lamps are made for dash lights, tail-light, speedometer light, tonneau light lobster eye for mounting on mudguard, signal lights for rear, and large headlight. It is said that a set of four small type lamps will run intermittently on six 30-ampere batteries for 300 to 420 hours.

"AC" MOTORCYCLE PLUGS

Motorcycle spark plugs are among the attractive ignition products on display at the stand of the Champion Ignition Company, of Flint, Mich. The motorcycle plug is listed as the "AC" and sells for $1. In the way of improvements for 1914 all "AC" plugs will be fitted with indestructible stone insulators. They are furnished in all standard, metric and A. L. A. M. sizes.

SCHEBLER NEW AIR VALVE

As usual, Schebler carbureters were attractively arrayed at the Show by Wheeler & Schebler, of Indianapolis, Ind. An improvemen in the Schebler motorcycle carbureter is found in the new type of air valve fitted, which can be locked in a closed position, materially helping easy starting. Special attention is called to the fact that the locking feature of the air valve does not in any way alter the instructions regarding adjustment of the valve given in "Instructions for Adjusting the Model H Schebler Carbureter."

WILLARD MOTORCYCLE BATTERIES

Two motorcycle batteries are now included in the line of the Willard Storage Battery Company, 5716 Euclid avenue, Cleveland, Ohio, and are being prominently displayed at the company stand in the Palace. The model with rubber jar container weighs nine pounds and six ounces, and is listed at $16.25, and the wood-case model weighs ten pounds and three ounces and is sold for $15. The Willard is guaranteed to be an anti-slopping battery, and the motorcycle types are constructed on the same lines as the automobile models.

Motorcyclists of Michigan City, Ind., recently met and organized the Michigan City M. C.

AN INEXPENSIVE GOGGLE

An offering of the Hugh E. King Sales Company, 511 Keyworth Building, Chicago, Ill., that promises to meet with wide popularity among motorcyclists is the George goggle. Features of the George that will appeal to the rider at first thought are its low price and light weight. It sells for 25 cents and weighs less than one-sixth of an ounce. It is furnished with clear, smoked or amber lenses. Among other things it is claimed to be absolutely sanitary, non-refracting and flexible. It automatically adjusts itself, permits of full vision and is not disfiguring.

NATHAN'S INDEPENDENT DISPLAY

Instead of displaying its products at the New York Show as in past years, the Nathan Novelty Manufacturing Company, of 86a Reade street, New York City, is conducting an independent and highly interesting exhibit at its headquarters during Show week. Trade visitors have been especially interested in the new Nathan "Presto" puttee. As implied by the name, the new puttee can be put on or taken off with unusual celerity. The fact that the company's exhibit is "right at home" makes it possible to display the entire Nathan line of clothing, leather goods, leggins and other equipment for the machine and rider to the best possible advantage. Sandwiches and cold drinks are served by Mr. Nathan, and the Nathan exhibition has proved a success, both socially and in a business way.

AT F. A. BAKER BOOTH

F. A. Baker & Co., New York City, are exhibiting some very desirable motorcyclists' accessories, chief among them being a new model automatic gasoline motor washer, a slanting cylinder motorcycle shop pump, a new line of red gum inner tubes and a metal re-inforced tool bag. Other interesting items are the rigid and folding footrests for tandem riders and a new line of tire irons.

F. W. SPACKE EXHIBIT

At the stand of the F. W. Spacke Machine Company, Indianapolis, Ind., were shown a 5 horsepower single motor, a 9 horsepower plain twin and a 9 horsepower twin with unit powerplant, the latter combining the well-known two-speed gear brought out by the firm. These motors were fitted with the racing type of roller connecting-rod bearing, and the new priming orifice which enables the rider to inject gasoline into the inlet pipe just ahead of the valve by removing a screw with a long shank and a milled head. This screw serves as one of the retainer screws for the cover over the inlet valve casing. Along with the improved oiling system these new features were demonstrated by sectioned motors and separate parts.

A 1914 INDIAN STOLEN

From the Hendee Mfg. Company comes a report of the theft of a 1914 two-speed Indian, motor number 70F613. Information concerning this machine should be sent to J. H. Hamilton, 618 Fifth street, Sioux City, Iowa. A reward of $50 is offered for the recovery of the machine and the arrest of the thief.

SCHRAEDER TIRE GAUGE

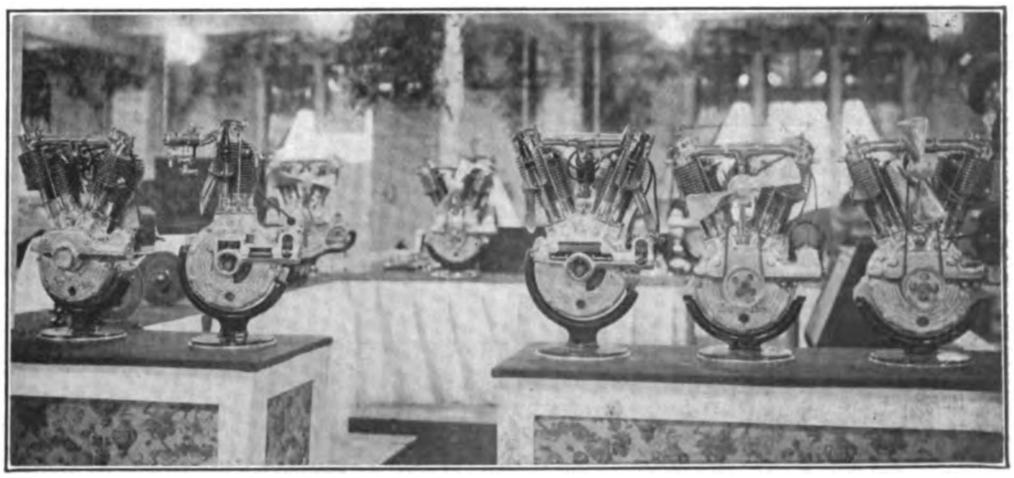
Products of A. Schraeder's Sons, Inc., 783-91 Atlantic avenue, Brooklyn, N. Y., were attractively displayed at the company's stand in the Show. The company's exhibition includes the Schraeder Universal tire pressure gauge and Schraeder valves.

N. Y. & N. J. LUBRICANTS

Among the firms displaying lubricants for motorcycles is the New York & New Jersey Lubricant Company, of New York City. The company is giving special attention to the development of a high-grade lubricant for motorcycles.

NON-GRAN BEARINGS

Among the Show offerings of the American Bronze Company, 1235-1279 American Boulevard, Berwyn, Pa., Non-Gran bearings are most likely to interest motorcycle riders. The makers claim that Non-Gran bearings are used on more than 60 per cent. of American motorcycles. These are chosen, state the manufacturers, because of their frictionless qualities and their ability to resist wear.



The Imposing Battery of De Luxe Motors at the Spacke Stand.

How Perry Won at Savannah

SAVANNAH, Ga.—When Bob Perry, college boy, athlete and speed champ, roared across the tape on his battle-scarred Excelsior in America's first sanctioned 300-mile road race over the Grand Prize course on the afternoon of December 27 he made his mark upon motorcycle racing and closed a performance which is not likely to be duplicated in many a day. Perry rode the last two laps with a loose handlebar, which at any instant might have snuffed out his chances, but when he slipped from his saddle into the arms of waiting enthusiasts he was wearing the grin with which he started on the terrific grind. Game in every fiber and 100 per cent. confident, this stocky "find" of the Excelsior camp rode a superb race throughout and earned his laurels.

In the eighth lap Perry met with an accident that cost him 22 minutes, but consistent work enabled him to make up some of this time and he finished eleven minutes ahead of Maldwyn E. Jones, who was a good second on his Flying Merkel. Perry's time at Savannah was better than the time hung up by Charles Balke in the Elgin race, the 304 miles over the Grand Prize course being finished in 5 hours 22 minutes and eight seconds.

Two Thors Well Up

Twelve minutes behind Jones came Bert Camplejohn, with J. Yerkes, Harry Glenn and R. D. Edmonds, closely following. Glenn barely ousted Edmonds for fifth place, and as he crossed the tape Referee Arthur Mitchell raised both hands in the air, declaring the race over.

This is, in short, the story of the Savannah race, held on Saturday, December 27, after being postponed from Christmas day, owing to rain. Perry rode a Model 7 s. c. Excelsior, Jones a Flying Merkel, Camplejohn and Yerkes, Thors, and Glenn an Indian. There was a difference of 49 minutes and 50 seconds in Perry's and Glenn's time, the latter finishing in 6:11:58. Perry's machine was equipped with Goodyear tires, Bosch magneto, Schebler carbureter and Coventry chains. At the close of the race the winner stated that the contest was the hardest he had ever entered, and credited his winning entirely to his machine. Perry expressed it himself as follows: "It was a lucky race for me, but my winning was due almost entirely to the steadiness of the motor. I had very little engine trouble."

Local enthusiasm was at a high pitch both before and after the event, and never was a more exciting race run over the Grand Prize course. More thrills were crowded into the first half hour than were found in both of the last two automobile races held on the course.

No Serious Mishaps

Anxiety on the part of many of the contestants to take the lead at the start caused the field to narrow down considerably during the first few laps. The big turn in the road leading past the grandstand was the scene of almost constant excitement. Rider after rider was pitched headlong over the high embankment or thrown completely off the track. This was especially true in the early stages of the race. From the seventeenth lap to the finish, endurance stood out as the dominating feature.

The fact that serious injuries did not result from the numerous accidents was a source of wonderment to those in the stands. George A. Porter, of Savannah, sustained a broken leg in the crash, which eliminated him, together with F. G. Schmitz and C. C. Adams. The accident occurred early in the race on the back stretch. All three were thrown heavily against a barbed wire fence, but with the exception of Porter the boys escaped serious injuries. C. H. Sudduth figured in the most spectacular spill. He was pitched from the track and came tearing through the brush toward the pits. When within five yards of the first pit he whirled head-on over the handlebars, and his machine landed on his body. It was an amazed crowd that saw him get up, unassisted and walk away, covering his only hurt, a lacerated chin, with an oil-stained handkerchief.

Bob Perry and the Excelsior on Which He Led the Boys Across the Tape.

Thirty-Six Starters

Shortly afterward it looked as if Sudduth's unfortunate elimination would be duplicated in Martin Schroeder's case. Schroeder crashed over the embankment at high speed. After zigzaging in terrifying fashion over the uneven ground to the side, he finally brought his machine back on the track and was soon lost to view.

Of the forty-three entrants thirty-six started, and ten were forced out by accidents and mechanical troubles before the finish of the fifth lap. Four were disqualified for violation of the F. A. M. rules. In this connection special note should be made of the circumstances governing the disqualification of A. A. Rahner, of Savannah. Riding an Excelsior, Rahner lead the field for three laps when his tank sprung a leak and ignited, forcing him to quit.

Only two Merkel riders were entered and both did exceptionally well. They showed unusual skill and nerve in taking the grandstand curve "wide open." C. F. Pineau, one of the Merkel entrants, skidded in front of the stand and spilled, breaking the handlebars of his machine. He was closely followed by two other riders and the cry went up, "Take his machine off the track." Several attendants took hold of the mount, and as a result Referee Mitchell was compelled to disqualify Pineau. The crowd loudly protested this decision and urged him to continue the race and contest the decision afterward Pineau, however, fearing an unfavorable ruling, decided to remain out.

Savannah Boys Showed Well

During the first half of the race the Savannah boys were among the pacemakers, and it looked as if they would capture prizes. However, all of the Savannah leaders were eliminated after the fifteenth lap. Of these L. G. Buckner was the last to leave the course. Lack of gasoline forced him out when he was leading the field in the eighteenth lap. Martin Schroeder was disqualified in the seventeenth lap for taking gasoline while on the backstretch. Of the Savannah contestants, Frank Laird and W. Gregorie only were in the running when the race was declared over.

Glenn was the only Indian rider to win a place. The poor showing made by the Wigwam representatives is credited chiefly to their lack of practice on the course, which resulted in their losing much time on the right angle turns. Tommy Dedge, one of the Indian riders, started off in prize-winning style, but had trouble five miles from the finish and did not complete the race.

The time made by Bob Perry, the winner, was figured by the official timer to have been more than a mile a minute, and according to Referee Mitchell this average sets a new F. A. M. mark for flat tracks. Held at the pits for more than twenty-seven minutes, Perry shouldered a heavy handicap, and several minor mishaps to his machine made his victory still more creditable.

Jones' performance was considered the most consistent, and he evinced careful study of the course. But for his broken chain in the final lap he might have told a far different story. He sped around the course lap after lap without any let-up, and not until the final swing did he have to stop for repairs.

Five hundred dollars and the "Mayor and Aldermen" trophy went to Perry; two hundred and fifty dollars went to Jones, and one hundred dollars was awarded to Camplejohn.

Too much credit can not be given to the Savannah Motorcycle Club and members of the arrangement committee, who worked so untiringly to make it a success. Despite the fact that the event was not held on Christmas day as scheduled, the net returns, it is figured, will meet expectations. The attendance was not as large as was hoped for, there being only about two thousand paid admissions to the stands. Many fans lined up along the course, thus seeing the race free of charge.

Observations Along the Line

Perry's net time was 294 minutes for 303 miles. He was held up the first time for 22 minutes on the eighth lap, which he required 33.59 minutes to negotiate, on account of his going off the track, twisting his rear wheel and breaking one cap nut on his handlebar. The extra strain caused the second cap nut to break on the twenty-fifth lap, and he rode the last two laps with a loose handlebar, and succeeded in crossing the tape before Jones, about 11 minutes in back of him, had finished his twenty-sixth lap. Jones, who had been going well from the start, broke his chain in the twenty-fifth lap, and he required 19.12 minutes to make the circuit.

An analysis of the referee's official report shows that Perry made the fastest times in the 1st, 2d, 3d, 4th, 5th, 6th, 10th, 11th, 12th, 13th, 15th, 16th, 17th, 18th, 19th, 20th, 23d and 25th laps. Jones was fastest in the 8th lap; Glenn in the 7th, also the 9th, 14th, 21st and 22d.

At the seventh lap, Perry's elapsed time was 1h. 15 min. and 46 secs. Glenn was second, with 1:18:40, and Jones third, with 1:31:17. Owing to Perry's accident, Glenn took the lead during the eighth lap, his time then being 1:32:44; Jones being second with 1:42:40, and Perry third, with 1:49:45. Glenn struck trouble in the tenth lap, for which his time was 21:40, against 10:38 for Perry, and 11:12 for Jones; the elapsed time at the end of the tenth lap being: Jones 2:5:12, Glenn 2:5:30, Perry 2:11:37, Camplejohn 2:12:40, Edmonds 2:23:9, and Yerkes 2:27:5. The six were closer to one another at this point than at any other time during the contest.

When Jones Led the Field

Maldwyn Jones (Merkel) Winner of Second Prize in the Big Grind.

Jones wrested the lead from Glenn in the eleventh lap, and the Flying Merkel rider maintained his advantage, though pressed closely by Perry, until the twenty-second lap, when the Excelsior rider passed him, their elapsed time for the twenty-two laps being: Perry 4:25:55, and Jones 4:26:10. At the start of the twenty-fifth lap, Jones was only 2 minutes 15 seconds behind Perry, but this was increased to a little more than 10 minutes as a result of the breakage of Jone's chain. Perry continued to ride consistently to the finish, turning off the last three laps in 11:15, 11:17 and 11:22, respectively, as against 19:12, 11:36 and 11:46 for Jones.

Others Who Finished

Those who did not finish, but who continued riding until the race was called off, were as follows: T. Dedge (Indian), 5:38:32 for 26 laps; J. U. Constant (Indian), 6:00:57 for 26 laps; Paul Warner (Indian), 6:21:55 for 25 laps; F. Hart (Indian), 5:59:21 for 22 laps; J. W. Gregorie (Excelsior), 4:48:09 for 21 laps; E. T. Laird (Yale), 5:09:25 for 22 laps; E. L. Wilcox (Indian), 4:38:50 for 19 laps, and George C. Leary (Thor), 5:44:52 for 17 laps.

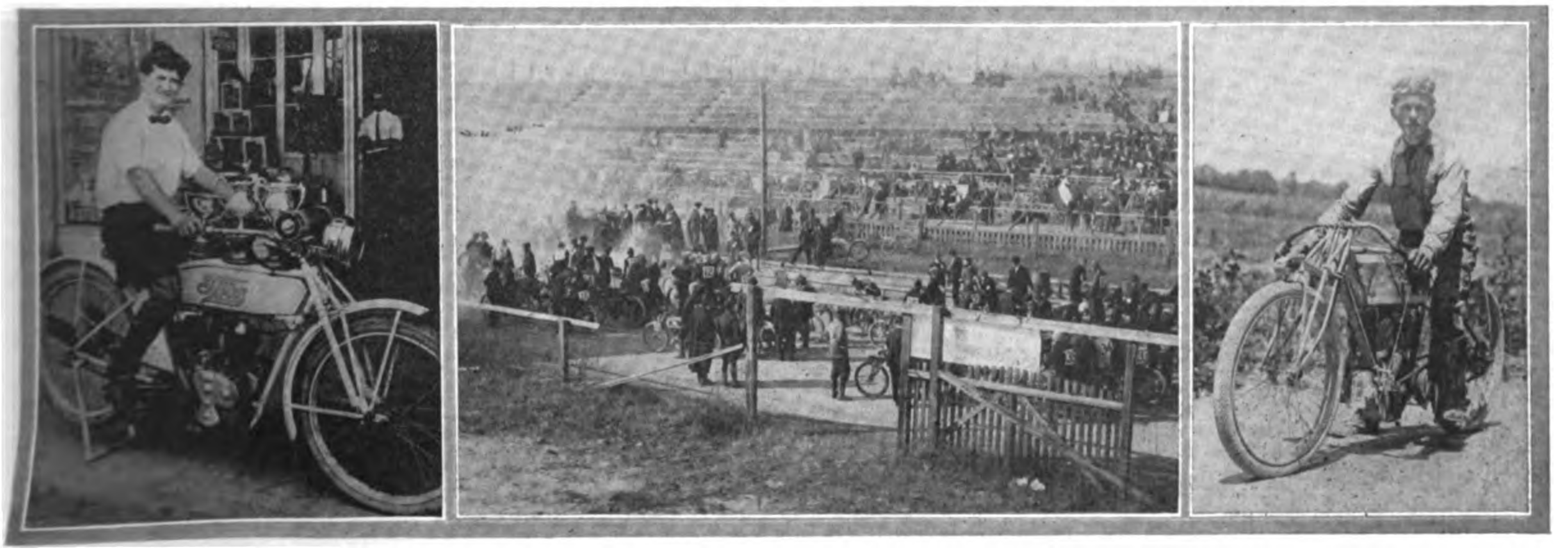
T. W. Mosher (Thor), gave up shortly after completing the twentieth lap on account of exhaustion and L. J. Buckner (Indian), went out in the eighteenth lap. At the time he retired Buckner was in third place. Failure to replenish his gasoline supply was the cause of his retirement. J. S. Cafiero (Thor), ran into a fence in the eighteenth lap, retiring with three broken fingers. H. F. Kuck, Jr. (Indian), had an accident which necessitated his withdrawal in the seventeenth lap. E. G. Baker (Indian), retired about the same time on account of engine trouble, as did M. Schroeder, who was disqualified for taking gas on the course.

Others disqualified by referee Mitchell were Carl Goudy in the ninth lap for throwing his machine into the Indian pits, and having outside assistance in getting back into his own pit; C. F. Pineau, in the eleventh lap, for a similar reason; J. L. Morowitz, in the eighth lap, for receiving gasoline and assistance on the course.

A damaged tank caused the withdrawal of Z. E. Kelly (Excelsior) in the eighth lap, and mechanical trouble brought the retirement of George Sorensen (Thor), also in the eighth lap. Gardner withdrew after he had ridden four laps, W. D. Mott after two laps, and R. J. Steiner, Jr., after one lap.

Adams, Sudduth, Schmitz, Porter, and Gould, on account of accidents, failed to finish the first lap. Rahner, Kelley, and Gregorie, made three, two, and four laps, respectively.

Tables based upon the official report of the race, and showing the lap performances and the elapsed times will be found in full on the next page.



F. H. Camplejohn (Thor), of Jacksonville, Fla., Who Finished in Third Place; Center Picture, at the Pits Just Before the Start; at Right, J. W. Gregorie, of Savannah, and his Excelsior.

HOW THE BIG RACE WAS CONTESTED LAP BY LAP

LAP TIMES OF THE SIX LEADERS.

Lap.	Perry. (Excelsior)	Jones. (Merkel)	Camplejohn. (Thor)	Yerkes. (Thor)	Glenn. (Indian)	Edmonds. (Indian)
1........	10:35	13:10	12:22	12:10	11:23	13:31
2........	10:46	11:00	12:03	12:25	11:17	12:50
3........	10:44	11:15	11:51	17:19	11:38	12:56
4........	10:40	11:16	11:59	12:53	11:19	13:23
5........	10:42	11:24	11:57	27:46	11:03	23:12
6........	10:33	11:05	11:56	10:41	10:52	14:50
7........	11:46	24:02	24:54	12:16	11:08	13:25
8........	33:59	11:23	11:48	12:19	14:04	13:18
9........	11:14	11:20	11:55	12:02	11:06	12:56
10........	10:38	11:12	11:55	17:24	21:40	12:48
11........	10:39	11:13	11:56	12:31	12:58	15:37
12........	10:44	11:25	14:08	12:26	41:34	22:01
13........	10:40	12:39	12:02	12:21	10:50	14:17
14........	12:57	11:31	11:53	13:23	10:52	12:30
15........	11:03	11:31	11:47	16:12	11:15	12:27
16........	10:56	11:33	11:51	12:38	11:16	14:08
17........	10:54	11:41	11:56	12:26	11:37	12:32
18........	10:58	12:50	14:47	12:30	21:12	12:49
19........	10:57	11:30	11:58	12:24	23:36	12:34
20........	10:50	11:40	17:03	14:30	11:14	12:37
21........	12:26	11:40	12:15	12:38	10:56	12:35
22........	11:14	11:45	12:15	12:38	10:50	13:23
23........	11:11	12:55	14:19	12:30	11:19	18:35
24........	11:08	11:24	12:25	12:39	12:56	10:26
25........	11:15	19:12	12:32	14:37	11:45	11:00
26........	11:17	11:36	12:15	12:48	11:15	14:26
27........	11:22	11:46	12:22	12:46	11:23	10:28

FIRST LAP.

Perry, 10:35; Jones, 13:10; Camplejohn, 12:22; Yerkes, 12:10; Glenn, 11:23; Edmonds, 13:31; Dedge. 11:18; Constant, 11:14; Warner, 11:30; Hart, 11:50; Gregory, 22:59; Mosher, 11:35; Laird, 14:12; Wilcox, 32:55; Buckner, 14:50; Cafiero, 11:11; Leary, 12:19; Kuck, 11:16; Baker, 11:30; Schroeder, 11:36; Gilbert, 12:40; Pineau, 15:22; Goudy, 12:19; Morewitz, 11:25; Z. D. Kelly, 12:11; Sorensen, 11:30; Gardner, 11:20; Mott, 22:00; Steiner, 11:31; Adams, ran into fence; Sudduth, smashup on turn before grandstand; Schmitz, ran into fence at sand fly; Porter, ran into fence at sand fly; Rahner, 12:00; J. H. Kelly, 10:59; Gregorie, 11:10.

SECOND LAP.

Perry, 21:21; Jones, 22:15; Camplejohn, 24:25; Yerkes, 26:35; Glenn, 22:40; Edmonds, 26:21; Dedge, 22:30; Constant, 22:26; Warner, 22:40; Hart, 23:26; Gregory, 35:30; Mosher, 22:46; Laird, 28:09; Wilcox, 44:06; Buckner, 27:00; Cafiero, 22:06; Leary, 25:05; Kuck, 33:45; Baker, 23:08; Schroeder, 25:20; Gilbert, 27:22; Pineau, 27:55; Goudy, 23:42; Morewitz, 22:41; Z. D. Kelly, 23:45; Sorensen, 23:00; Gardner, 29:41; Mott, 1:14:15; Steiner, broken connecting rod; Rahner, 23:37; J. H. Kelly, 34:09; Gregorie, 22:21.

THIRD LAP.

Perry, 32:05; Jones, 33:30; Camplejohn, 36:16; Yerkes, 41:44; Glenn, 34:18; Edmonds, 39:17; Dedge, 33:44; Constant, 40:44; Warner, 34:00; Hart, 35:25; Gregory, 46:40; Mosher, 35:20; Laird, 1:03:54; Wilcox, 55:25; Buckner, 38:20; Cafiero, 33:09; Leary, 37:41; Kuck, 45:06; Baker, 36:02; Schroeder, 36:41; Gilbert, 39:49; Pineau, 42:29; Goudy, 34:01; Morewitz, 35:41; Z. D. Kelly, 35:20; Sorenson, 34:31; Gardner, 41:26; Mott, engine trouble; Rahner, 35:31; J. H. Kelly, tank damaged; Gregorie, 33:10.

FOURTH LAP.

Perry, 42:45; Jones, 44:46; Camplejohn, 48:15; Yerkes, 54:39; Glenn, 45:37; Edmonds, 52:40; Dedge, 45:06; Constant, 52:10; Warner, 45:12; Hart, 48:04; Gregory, 58:41; Mosher, 56:23; Laird, 1:12:16; Wilcox, 1:06:41; Buckner, 49:53; Cafiero, 44:16; Leary, 50:10; Kuck, 1:03:31; Baker, 48:36; Schroeder, 47:55; Gilbert, 54:47; Pineau, 54:04; Goudy, 44:14; Morewitz, 1:13:40; Z. D. Kelly, 47:03; Sorensen, 46:08; Gardner, 52:45; Rahner, machine burned; Gregorie, 44:22.

FIFTH LAP.

Perry, 53:27; Jones, 56:10; Camplejohn, 1:00:12; Yerkes, 1:22:23; Glenn, 56:40; Edmonds, 1:15:52; Dedge, 56:26; Constant, 1:03:37; Warner, 56:42; Hart, 1:00:08; Gregory, 1:09:50; Mosher, 1:07:51; Laird, 1:34:15; Wilcox, 1:19:58; Buckner, 1:07:50; Cafiero, 1:01:52; Leary, 1:09:51; Kuck, 1:16:00; Baker, 1:01:00; Schroeder, 59:01; Gilbert, 1:13:01; Pineau, 1:06:35; Goudy, 54:30; Morewitz, 1:37:21; Z. D. Kelly, 58:59; Sorensen, 57:48; Gardner, tank damaged: Gregorie, engine trouble.

SIXTH LAP.

Perry, 1:04:00; Jones, 1:07:15; Camplejohn, 1:12:08; Yerkes, 1:33:04; Glenn, 1:07:32; Edmonds, 1:30:42; Dedge, 1:11:36; Constant, 1:14:51; Warner, 1:11:49; Hart, 1:15:00; Gregory, 1:23:50; Mosher, 1:19:22; Laird, 1:48:11; Wilcox, 1:38:55; Buckner, 1:20:22; Cafiero, 1:15:32; Leary, 1:55:34; Kuck, 1:36:01; Baker, 1:27:35; Schroeder, 1:10:50; Gilbert, 1:25:55; Pineau, 1:20:34; Goudy, 1:07:48; Morewitz, 1:49:09; Z. D. Kelly, 1:10:51; Sorensen, 1:21:04.

SEVENTH LAP.

Perry, 1:15:46; Jones, 1:31:17; Camplejohn, 1:37:02; Yerkes, 1:45:20; Glenn, 1:18:40; Edmonds, 1:44:07; Dedge, 1:18:51; Constant, 1:26:38; Warner, 1:27:22; Hart, 1:28:12; Gregory, 1:35:22; Mosher, 1:33:22; Laird, 2:01:09; Wilcox, 1:41:51; Buckner, 1:31:55; Cafiero, 1:38:03; Leary, 2:12:34; Kuck, 1:50:35; Baker, 1:39:41; Schroeder, 1:23:27; Gilbert, 1:39:45; Pineau, 1:32:32; Goudy, 1:21:10; Morewitz, 2:00:12; Z. D. Kelly, 1:44:26; Sorensen, 1:42:19.

EIGHTH LAP.

Perry, 1:49:45; Jones, 1:42:40; Camplejohn, 1:48:50; Yerkes, 1:57:39; Glenn, 1:32:44; Edmonds, 1:57:25; Dedge, 1:30:11; Constant, 1:53:20; Warner, 1:44:04; Hart, 1:41:03; Gregory, 1:46:50; Mosher, 1:44:44; Laird, 2:14:49; Wilcox, 1:53:03; Buckner, 1:43:32; Cafiero, 1:56:46; Leary, 2:27:51; Kuck, 2:01:49; Baker, 1:51:54; Schroeder, 1:43:48; Gilbert, 1:51:30; Pineau, 1:44:21; Goudy, 1:44:51; Morewitz, 2:14:14; Z. D. Kelly, tank damaged; Sorensen, mechanical trouble.

NINTH LAP.

Perry, 2:00:59; Jones, 1:54:00; Camplejohn, 2:00:45; Yerkes, 2:09:41; Glenn, 1:43:50; Edmonds, 2:10:21; Dedge, 1:43:26; Constant, 2:04:35; Warner, 1:55:25; Hart, 1:53:32; Gregory, 1:58:00; Mosher, 1:56:11; Laird, 2:26:40; Wilcox, 2:04:09; Buckner, 1:54:51; Cafiero, 2:11:21; Leary, 2:42:55; Kuck, 2:28:55; Baker, 2:05:00; Schroeder, 1:44:50; Gilbert, 2:04:16; Pineau, 1:56:01; Goudy, disqualified; Morewitz, disqualified.

TENTH LAP.

Perry, 2:11:37; Jones, 2:05:12; Camplejohn, 2:12:40; Yerkes. 2:27:05; Glenn, 2:05:30; Edmonds, 2:23:09; Dedge, 2:01:02; Constant, 2:16:44; Warner, 2:26:37; Hart, 2:05:46; Gregory, 2:09:21; Mosher, 2:07:31; Laird, 2:39:35; Wilcox, 2:15:36; Buckner, 2:06:59; Cafiero, 2:22:56; Leary, 2:55:06; Kuck, 2:40:01; Baker, 2:19:02; Schroeder, 1:56:20; Gilbert, 2:17:14; Pineau, 2:07:54.

ELEVENTH LAP.

Perry, 2:22:16; Jones, 2:16:25; Camplejohn, 2:24:36; Yerkes, 2:39:26; Glenn, 2:18:28; Edmonds, 2:38:46; Dedge, 2:12:20; Constant, 2:21:21; Warner, 2:37:39; Hart, 2:18:28; Gregory, 2:20:40; Mosher, 2:19:05; Laird, 2:52:30; Wilcox, 2:30:32; Buckner, 2:17:29; Cafiero, 2:34:42; Leary, 3:13:05; Kuck, 2:51:11; Baker, 2:44:57; Schroeder, 2:07:01; Gilbert, 2:35:31; Pineau, disqualified.

TWELFTH LAP.

Perry, 2:33:00; Jones, 2:27:50; Camplejohn, 2:38:44: Yerkes, 2:51:52; Glenn, 3:00:02; Edmonds, 3:00:47; Dedge, 2:43:51; Constant, 2:38:36; Warner, 2:48:46; Hart, 2:43:11; Gregory, 2:31:58; Mosher, 2:30:00; Laird, 3:09:36; Wilcox, 2:42:04; Buckner, 2:30:09; Cafiero, 2:42:55; Leary, 3:31:05; Kuck, 3:02:25; Baker, 2:59:10; Schroeder, 2:19:29; Gilbert, 2:48:09.

THIRTEENTH LAP.

Perry, 2:43:40; Jones, 2:40:29; Camplejohn, 2:50:46; Yerkes, 3:04:17; Glenn, 3:10:52; Edmonds, 3:15:04; Dedge, 3:01:48; Constant, 2:59:16; Warner, 2:59:52; Hart, 3:55:20; Gregory, 2:46:21; Mosher, 2:42:44; Laird, 3:22:32; Wilcox, 3:11:01; Buckner, 2:41:34; Cafiero, 2:59:23; Leary, 3:46:21; Kuck, 3:16:04; Baker, 3:12:16; Schroeder, 2:30:00; Gilbert, 3:23:39.

Handsome "Mayor and Aldermen" Trophy Which Went to Perry in Addition to the $500 Cash Prize.

FOURTEENTH LAP.

Perry, 2:56:37; Jones, 2:52:00; Camplejohn, 3:12:39; Yerkes, 3:17:40; Glenn, 3:21:44; Edmonds, 3:27:34; Dedge, 3:15:34; Constant, 3:11:32; Warner, 3:15:37; Hart, 4:07:41; Gregory, 3:18:10; Mosher, 2:56:05; Laird, 3:35:37; Wilcox, 3:32:55; Buckner, 2:59:10; Cafiero, 3:11:50; Leary, 4:05:36; Kuck, 3:27:25; Baker, 3:25:35; Schroeder, 3:04:43; Gilbert, rider exhausted.

FIFTEENTH LAP.

Perry, 3:07:40; Jones, 3:03:31; Camplejohn, 3:14:26; Yerkes, 3:33:32; Glenn, 3:32:59; Edmonds, 3:40:01; Dedge, 3:26:41; Constant, 3:28:20; Warner, 3:26:50; Hart, 4:20:20; Gregory, 3:09:50; Mosher, 3:08:52; Laird, 3:48:11; Wilcox, 3:45:01; Buckner, 3:04:41; Cafiero, 3:25:24; Leary, 5:07:52; Kuck, 3:38:51; Baker, 3:38:07; Schroeder, 3:30:34.

SIXTEENTH LAP.

Perry, 3:18:36; Jones, 3:15:04; Camplejohn, 3:26:17; Yerkes, 3:46:10; Glenn, 3:44:15; Edmonds, 3:54:09; Dedge, 3:37:50; Constant, 3:39:31; Warner, 3:43:31; Hart, 4:32:50; Gregory, 3:25:10; Mosher, 3:20:35; Laird, 4:02:40; Wilcox, 3:56:11; Buckner, 3:15:44; Cafiero, 3:38:24; Leary, 5:23:09; Kuck, 3:50:30; Baker, 3:50:35; Schroeder, 4:00:00.

SEVENTEENTH LAP.

Perry, 3:29:30; Jones, 3:26:45; Camplejohn, 3:38:13; Yerkes, 3:58:36; Glenn, 3:55:52; Edmonds, 4:06:41; Dedge, 3:57:04; Constant, 3:50:36; Warner, 3:56:54; Hart, 4:58:25; Gregory, 3:36:10; Mosher, 3:33:00; Laird, 4:03:09; Wilcox, 4:07:40; Buckner, 3:27:30; Cafiero, 3:50:08; Leary, 5:44:52; Kuck, smash up; Baker, engine trouble; Schroeder, disqualified.

EIGHTEENTH LAP.

Perry, 3:40:28; Jones, 3:39:35; Camplejohn, 3:53:00; Yerkes, 4:11:06; Glenn, 4:17:04; Edmonds, 4:19:30; Dedge, 4:00:22; Constant, 4:02:11; Warner, 4:11:10; Hart, 5:10:48; Gregory, 3:47:36; Mosher, 3:43:37; Laird, 4:39:29; Wilcox, 4:19:04; Buckner, 3:38:20; Cafiero, ran into fence; Leary, running when race called.

NINETEENTH LAP.

Perry, 3:51:25; Jones, 3:51:05; Camplejohn, 4:04:58; Yerkes, 4:23:30; Glenn, 4:40:40; Edmonds, 4:32:04; Dedge, 4:12:00; Constant, 4:21:24; Warner, 4:22:31; Hart, 5:22:55; Gregory, 4:12:11; Mosher, 3:58:50; Laird, 4:55:53; Wilcox, 4:38:50; Buckner, out of gas.

TWENTIETH LAP.

Perry, 4:02:15; Jones, 4:02:45; Camplejohn, 4:17:01; Yerkes, 4:38:00; Glenn, 4:51:54; Edmonds, 4:44:40; Dedge, 4:23:25; Constant, 4:43:39; Warner, 4:55:40; Hart, 5:34:56; Gregory, 4:26:21; Mosher, 4:10:40; Laird, 5:09:25; Wilcox, running when race called.

TWENTY-FIRST LAP.

Perry, 4:14:41; Jones, 4:14:25; Camplejohn, 4:29:16; Yerkes, 4:50:38; Glenn, 5:02:50; Edmonds, 4:57:16; Dedge, 4:44:21; Constant, 4:54:40; Warner, 5:17:36; Hart, 5:46:41; Gregory, 4:48:09; Mosher, rider exhausted; Laird, running when race called.

TWENTY-SECOND LAP.

Perry, 4:25:55; Jones, 4:26:10; Camplejohn, 4:41:31; Yerkes, 5:03:16; Glenn, 5:13:40; Edmonds, 5:10:39; Dedge, 4:50:05; Constant. 5:08:46; Warner, 5:38:31; Hart, 5:59:21; Gregory, running when race called.

TWENTY-THIRD LAP.

Perry, 4:37:06; Jones, 4:39:05; Camplejohn, 4:55:50; Yerkes, 5:15:46; Glenn, 5:24:39; Edmonds, 5:29:14; Dedge, 5:03:36; Constant, 5:22:30; Warner, 5:55:02; Hart, running when race called.

TWENTY-FOURTH LAP.

Perry, 4:48:14; Jones, 4:50:29; Camplejohn, 5:08:15; Yerkes, 5:28:25; Glenn, 5:37:35; Edmonds, 5:39:40; Dedge, 5:15:16; Constant, 5:35:08; Warner, 6:08:15.

TWENTY-FIFTH LAP.

Perry, 4:59:29; Jones, 5:09:41; Camplejohn, 5:20:47; Yerkes, 5:43:02; Glenn, 5:49:20; Edmonds, 5:47:40; Dedge, 5:26:51; Constant, 5:49:52; Warner, 6:21:55.

TWENTY-SIXTH LAP.:

Perry, 5:10:46; Jones, 5:21:17; Camplejohn, 5:33:02; Yerkes, 5:55:50; Glenn, 6:00:35; Edmonds, 6:02:06; Dedge, 5:38:32; Constant, 6:00:57; Warner, running when race called.

TWENTY-SEVENTH LAP.

Perry, 5:22:08; Jones, 5:33:03⅗; Camplejohn, 5:45:24⅗; Yerkes, 6:08:36; Glenn, 6:11:58; Edmonds, 6:12:34⅘; Dedge, running when race called; Constant, running when race called.

ST. LOUIS CLUB CONDUCTS SHOW

Seven Dealers and Nine Machines Were Represented at Exhibition Held Under the Auspices of the Motorcycle Club of St. Louis —Attendance Was Above Four Thousand.

ST. LOUIS has been added to the list of cities in which an annual show is conducted by the local motorcycle club. During the latter part of December an exhibition was staged in that city by the Motorcycle Club of St Louis. The exhibits were placed in the clubrooms, which were beautifully decorated with the club colors, blue and white. The main room, in which the machines were shown, is 50 feet long and 40 feet wide. Seven dealers and nine makes of motorcycles were represented. The Excelsior and Reading-Standard were shown by the Knight Motor & Cycle Company; the Olive Cycle & Motor Company displayed the Harley-Davidson; Ellis & Strong, the Henderson; Hurck Motor & Cycle Company, the Indian; C. B. Jansky, the Pierce and Pope; Holman Johnson, the Thor, and the Auto Owners Supply Company, the Yale. There was a total of twenty machines.

With the exception of the first night the weather was disagreeable. The attendance, however, was very good, totalling more than 4,000. Fifteen sales were reported by the dealers, who state that many more sales will result from the demonstrations that have been asked for by Show visitors. A few of the dealers are so enthusiastic about the exhibition that they have asked the board of directors of the club to hold another show in the spring. No admission was charged, the expenses being defrayed by a fee charged the dealers. The decorating was handled by the club members and was very effective.

ALTON RIDERS ORGANIZE

On December 12 the motorcyclists of Alton, Ill., met at the offices of Harry H. Sheets, 724 East Second street, and the following officers were elected for 1914. President, Oscar Pence; vice-president, Walter Gabriel; secretary, Clyde Herrin; treasurer, Emil Budde; captain, Ernest Jacoby; first lieutenant, Joe Davis, Jr.; second lieutenant, Roy Maxfield; delegates at large, Paul Armstrong and John Craig. At present the club numbers seventeen members, but more are expected to enroll in the near future. The purpose of the club is to promote a general betterment of the sport, to assist in obtaining better roads, to reduce speeding on public thoroughfares, and to combat the open muffler. At present the secretary's chair is vacant, as Mr. Herrin has left Alton. Mr. Sheets and another fellow member have been nominated to fill the vacancy.

CLUB FORMED IN PITTSFIELD

At a recent gathering of motorcyclists of Pittsfield, Mass., the Pittsfield Motorcycle Club was formed with 25 members and the following officers were elected: Henry Ward, president; Newton E. Blake, secretary, and Jules Deloye, treasurer. The other officers will be chosen at the next meeting. There are 100 motorcycle owners in Pittsfield and it is hoped to procure them all for membership. The club will rent rooms on North street.

GREATER PEORIA M. C.

About fifty motorcyclists of Peoria, Ill., recently organized the Greater Peoria Motorcycle Club. The old Peoria Motorcycle Club has been inactive for more than a year and it is hoped to interest all of its members in the new club. At a smoker which was held soon after the organization meeting officers were elected. An eleven-room house will be rented on West Nebraska avenue, which will be the permanent headquarters of the club.

Edwin Voss, the newly appointed local F. A. M. commissioner, spoke of the F. A. M. and the advantages of affiliation, and it is quite probable that the club will number among the 100 per cent. F. A. M. organizations in the near future.

The officers of the club are: John Bybee, president; William Herman, vice-president; J. A. Olsen, secretary-treasurer, and Verne Runyon, captain. Harold Luke, S. F. Weber and Edward Eaton were elected trustees, and the committee are made up as follows: Membership, Paul E. Gott, William Voss, Walter Rieker and C. Howland; entertainment, C. C. Howland, E. Gutsche, Edward Voss, Harold Luke, Edward Eaton and S. W. Weber; house, William Stately, Verne Runyon and Adolph Krueger.

Vernon Runyon, the road captain, is the Peoria track star. Last year he captured 15 firsts, 6 seconds and 2 thirds, taking a place in all of the 23 races in which he participated.

FINAL ENDURANCE RUN

The Capital City Club, of Sacramento, Cal., has announced its final endurance run of the test series. Owing to the severity of the previous runs only two of the club members have been able to hold perfect scores.

The present course will cover about 180 miles, the route being from Sacramento to Jackson, Jackson to Angel's Camp, from there to Stockton and back to Sacramento. As the roads are reported to be in good condition, an average of 20 miles per hour is the scheduled time for the run.

Among the prizes the winner will receive a silver loving cup, the club medal, and two sets of tires from the United States Tire Company and the Goodrich Tire Company, respectively.

ELECTIONS OF READING M. C.

The Reading Motorcycle Club, Reading, Pa., elected officers at a recent meeting. The results were: President, Robert Haenchen (re-elected); vice-president, Frank Bartley; recording secretary, Charles Rohrback; financial secretary, L. Allen; treasurer, C. Hart; trustee, John Hartman; captain, Samuel Killian; first lieutenant, Paul Eisenhower; second lieutenant, J. Wisser.

ELMIRA M. C. TO USE TAIL-LIGHTS

At a recent meeting, the Elmira Motorcycle Club decided that members of the club must equip their motorcycles with tail-lights or suffer a fine. There is no local ordinance requiring riders to carry lights on the rear of their motorcycles, and the members wish to anticipate such a regulation.

BANQUET OF RICHMOND M. C.

The Richmond Motorcycle Club, of Richmond, Ind., commemorated its fourth anniversary with a banquet served at the Westcott Hotel. The club is considering the advisability of discontinuing races in favor of endurance contests.

PHILADELPHIANS ON OUTING

Harley-Davidson and Quaker City Motorcycle Clubs Hold a Combination Sociability Run to Overbrook, N. J.

MEMBERS of the Quaker City and Harley-Davidson motorcycle clubs, of Philadelphia, joined hands on a recent sociability run to Overbrook, N. J. After the short run to Overbrook the riders participated in a few games before dinner was served. Just after the meal a boy came along with a rugby football; it leaked, and he wanted to know if someone could fix it. They could! The riders put a patch on it and then borrowed the ball. Then ensued a rough and tumble game, the results of which were very doubtful. That the game was a lively one is evident from picture No. 1 of the accompanying layout, which shows the captains of the two teams. In the second picture the riders who participated in the run are shown at Overbrook, "waiting for dinner"; and the third photo shows them in front of the Overbrook hotel just before the start of the return trip. Marshall Sneyd, captain of the Quaker City M. C., and one of the most popular riders of Philadelphia, is seen in the fourth picture.

At its December business meeting the Quaker City M. C. held its annual election, the results of which were as follows: John H. Black, president; John O. Helker, vice-president; William Thomson, recording secretary; Harry Gerlach, financial secretary and treasurer; Marshall Sneyd, captain; Herbert Banner, first lieutenant, and J. Kelker, second lieutenant.

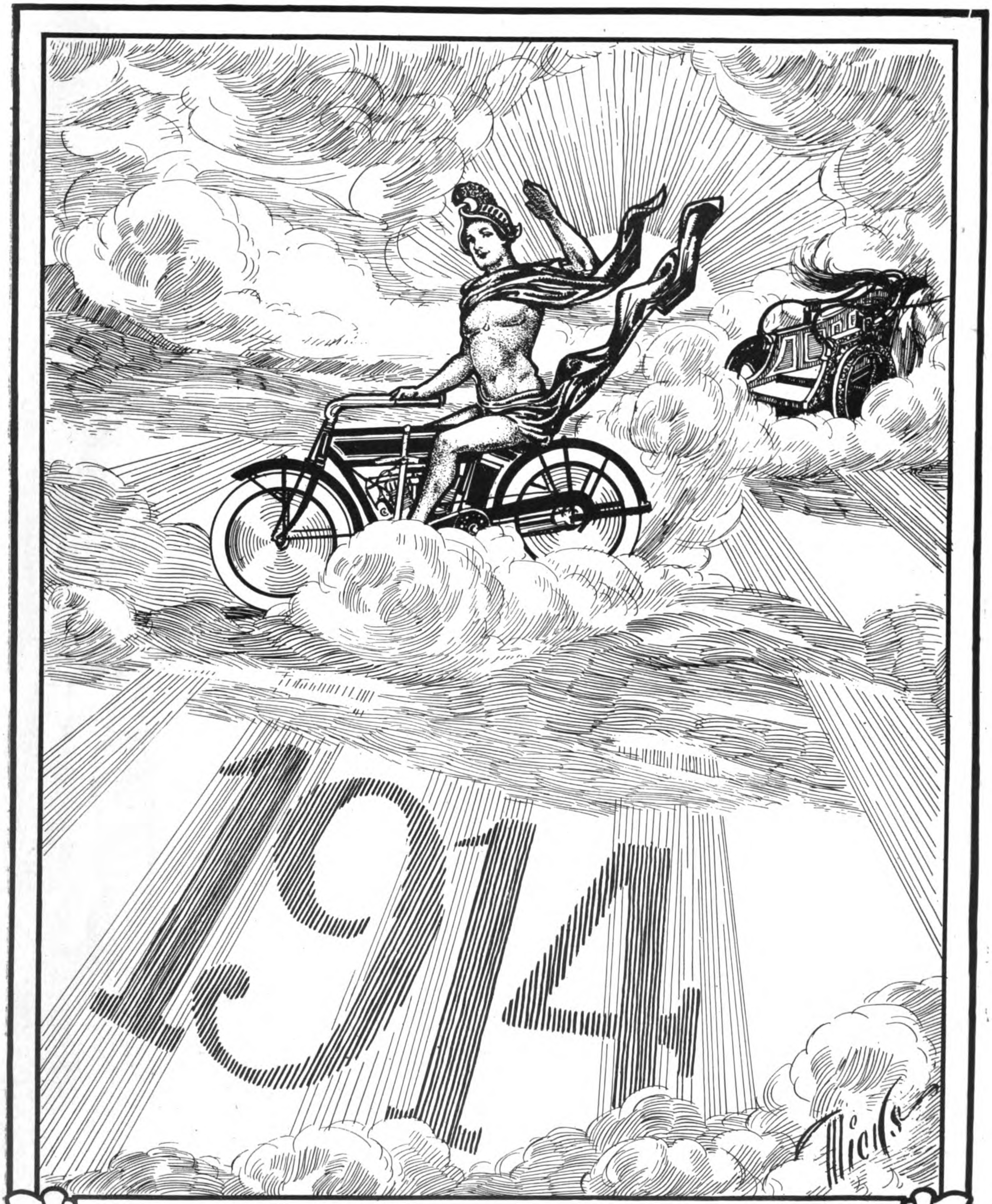
TRENTON M. C. ELECTS OFFICERS

At a meeting of the Trenton Motorcycle Club, held at the new clubrooms, 18 East State street, on December 29, the semi-annual election of officers was held with the following results: President, Walter Mason; vice-president, M. O. Winkler; treasurer, Morton Cohen; recording secretary, Russell Snedeker; financial secretary, Harry Harris; chairman of board of directors, Peter Cook; directors, E. J. McCardell, Alden Combs, John Shippley, Raymond Mills, Clifford Moses, Earle Chamberlain and Bernard Roth; road captain, Charles Hoffman; assistant road captain, Parker Sweet; mechanic, William D. McCullic. Two new members were admitted, bringing the total membership up to 110.

The club's new rooms are very attractive and the members are justly proud of them. They are working hard to make their club one of the best in Trenton and vicinity. A motion was recently passed authorizing the club to draw up a fund for pushing the claims of William D. McCullic, who was injured in a collision with an automobile. The committee in charge of this matter consists of Charles Hoffman, Abe Bernstein and Clifford Moses, and they expect to commence the suit without delay.

NEW JERSEY M. C. ELECTION

Officers for the current year were elected at a recent meeting of the New Jersey Motorcycle Club, of Newark, as follows: C. W. Norton, president; W. Edward MacDougall, vice-president; Edwin W. Allen, financial-secretary; E. B. Holten, recording-secretary; Henry Sieb, treasurer. E. B. Holten was chosen road-captain, with P. W. Stevens and Andrew Boshen lieutenants. P. W. Stevens, Howard Hill and Peter Cunningham were elected to the board of trustees.



NOTHING BUT THE BEST WILL SERVE FOR THE NEW YEAR!

J. LEO SAUER
President.

TELEPHONES 3690
AND 3691 WORTH.

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Editorial Viewpoints

FROM a standpoint of aesthetics, the Motor Show which is being held in the Grand Central Palace in this city this week, is in every way very satisfactory. Also, no doubt, from the point of view of the managers, is the exhibition a decidedly gratifying one. In the opinion of many of the exhibitors, however, the conditions under which they are compelled to exhibit their wares, in a very limited amount of space, on isles which are altogether too narrow, the Show is hardly the success that it might be.

Of course, as in previous years, a number of the exhibitors are expressing themselves as favorable to doing away entirely with the New York Show. But they are in the minority, the general feeling being that an exhibition held annually in New York is indispensable, although a goodly percentage of those who believe strongly in the New York Show are just as decided in their conviction that the crowding has reached a point where a "new deal" should be made for 1915.

Independent New York Exhibition

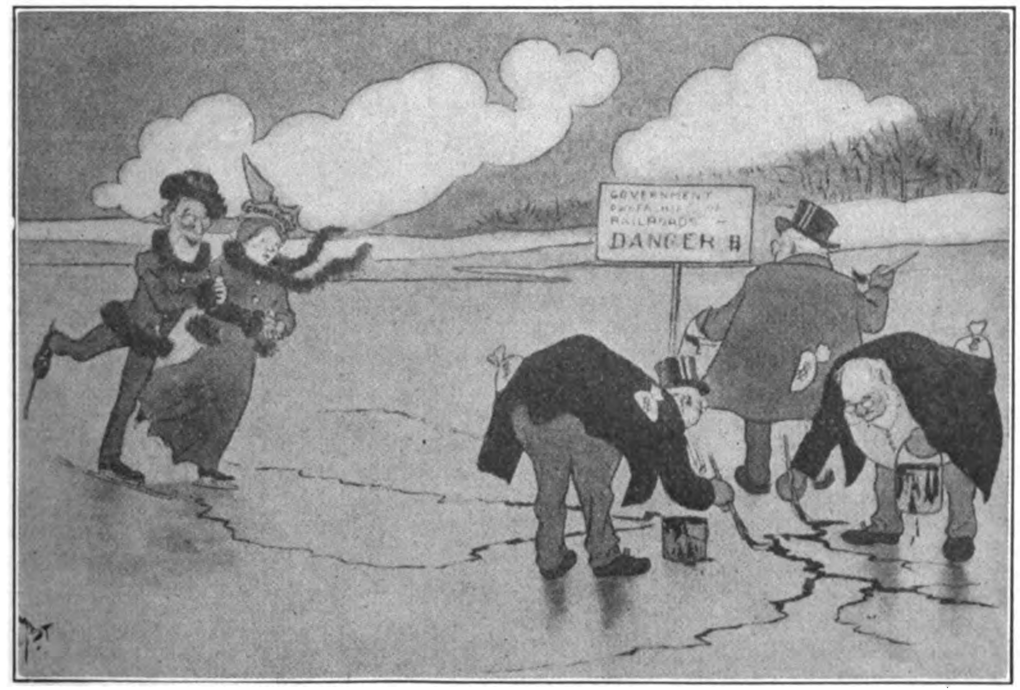
It is our opinion that a separate motorcycle show in New York City would not only prove more satisfactory to the exhibitors, but could also be made at least to break even, if not actually profitable. The members of the Motorcycle Manufacturers' Association and the motorcycle accessory makers, thanks to capable management, had no difficulty whatever in making a big success of the first separate show in Chicago. The conditions in Chicago are no doubt somewhat more favorable. At the same time, with an exclusive motorcycle and bicycle show annually in New York, hundreds of Eastern dealers and thousands of riders and other interested persons, to whom the over-crowded Motor Show does not appeal, would surely make it a point to attend.

Even in the face of anything but favorable conditions, business at the New York Show has been better than most of the motorcycle and accessory manufacturers had expected. There was plenty of evidence to show that the late November and early December slump had been succeeded by the normal demand at this time of the year. It is the opinion of many that the Chicago Show, held about a fortnight earlier than it should have been, gave to the trade an artificial stimulus, which was bound to be succeeded by a slight depression

Educational Work to Be Done

As we expressed it in a previous issue, however, there is a tremendous popular demand for the motor-driven two-wheeler. It is true that, in many cases, the disposition to acquire a motorcycle is not properly understood even by the would-be purchaser. One cannot get away from the fact that the big problem, in fact the only problem, is one of educating the public to appreciate the merits of the motorcycle as a mechanical contrivance and its manifold advantages as a commercial vehicle and a means for pleasant, health-giving recreation.

Now that the two big Shows are history, the trade, from the smallest dealer to the largest manufacturer, will find it helpful in every way to co-operate in an intelligent and systematic educational campaign. One of the first requisites of such co-operation is the absolute necessity of doing away with the practice of so many of the dealers of "knocking" the product of competitors. Sales talks should be confined to "boosting" the motorcycle as a general proposition and, of course, one's own.


GOVERNMENT
RAILROADS —
DANGER !!

Reproduced from Collier's.

Only Business Cowards Fear the Painted Cracks.

With the
Manufacturers

CLARENCE EARL TO JOIN HENDEE CAMP

Will Retire as General Manager of Corbin Screw Corporation and Become Vice-President of the Big Springfield Company—Another Move in Expansion of the Wigwam.

ONE of the most important trade changes that has occurred in recent years is disclosed in the announcement by the Hendee Mfg. Company, manufacturers of Indian motorcycles, of the acquisition of Clarence A. Earl, second vice-president and general manager of the Corbin Screw Corporation, New Britain, Conn., the largest subsidiary of the American Hardware Corporation. Mr. Earl, who is one of the most prominent men in the trade, comes to the Hendee company as vice-president and assistant general manager, and will be a right-hand man to President Geo. M. Hendee. Mr. Earl will take up his residence in Springfield as soon as he can relinquish his present offices.

The selection of a high calibre executive like Mr. Earl, who has made a brilliant record in his present field, marks another significant example of the conservative policy of President Hendee in surrounding himself with a trained organization of high class lieutenants, thoroughly familiar with the trade, and indicates forcibly the magnitude of the expansion under way in the great $12,500,000 corporation. Mr. Earl, who is widely known and very popular in motorcycle, bicycle, hardware and automobile trade circles, came to the Corbin company as secretary several years ago, and in 1910 was appointed vice-president and general manager. The phenomenal growth of the Corbin business since that time has been due chiefly to Mr. Earl's efforts.

Charles Glover, vice-president of the American Hardware Corporation, will assume the responsibility of the place left vacant by Mr. Earl's resignation. Mr. Glover founded the Corbin screw business, and was in charge of it as president of the Corbin Screw Corporation until his appointment two years ago to take charge of the mechanical equipment of the factories of the American Hardware Corporation. Its growth and development up to that time were made under Mr. Glover's management, and in again assuming charge, he simply resumes the connection which he dropped for the two years while Mr. Earl has been manager, and will carry out the present policies without interruption.

Mr. Earl's career has been marked by rapid advancement. He entered the New York office of the Russell & Erwin Mfg. Company as a boy in 1892, and by a succession of promotions, soon gained a place on the sales force, becoming the banner salesman for his concern. In 1900 he was transferred to New Britain, as secretary of the company. When the Corbin Screw Corporation was formed, he was made its vice-president, and for the last two years has been its manager, which position he now relinquishes.

READING HILL CLIMB

A successful hill-climbing contest was recently staged by the Reading-Standard Motorcycle Club, of Reading, Pa. The events were held on the Antietam Hill. In the first event Harry Bicker, on a Reading-Standard, ascended the half-mile grade in 37 seconds, making the best time of the day. James Mayo, on a Pope, finished first in the second climb, which was for professional riders with single-cylinder machines. His time was 49⅖ seconds. In the third event, open to amateurs with twin machines, Harry Hohl, on a Pope, made the climb in 44⅗ seconds. Harry Hart, on an Indian, made the fastest time in the amateur event for single-cylinder machines. He covered the course in 51⅕ seconds. Antietam Hill is credited with an average gradient of 12.4 per cent.

"END-OF-THE-SEASON" BANQUET

About fifty members of the Albany Motorcycle Club, Albany, N. Y., attended the club's recent "end-of-the-season" banquet. An excellent entertainment was furnished by the arrangement committee, which was composed of V. Peters, E. B. Theim and D. Goold. This event is one of the most important held by the Albany club during the year.

THE HENDERSON'S BIG LOAD

Visitors at the Olympia Show, in London, were astonished at the unusual performance of the Henderson motorcycle in carrying eight passengers (including the driver) at one time. When this is contrasted with the number usually carried by even a light automobile it will be understood why the Henderson's performance aroused such wide-spread interest and favorable comment. That the Detroit product is a well-built and sturdy machine is once more evident from its accomplishments at Olympia.

INJUNCTION GRANTED

The Rajah Auto Supply Company has obtained a permanent injunction against the Rex Ignition Company, enjoining the latter from selling insulating parts for Rajah plugs.

New branches will be opened in the near future by the Splitdorf Electrical Company in Cincinnati, Minneapolis and Dallas.

SPENCER WITH HARLEY-DAVIDSON

K. R. Spencer, former president of the Canadian Motorcyclists' Association, and formerly traveling salesman and branch manager for the Canadian Consolidated Rubber Company, will act as traveling representative for the Harley-Davidson Motor Company in the Dominion of Canada. Mr. Spencer, who appears in the accompanying photograph, has been a motorcycle enthusiast for years and is one of the best known men in the Canadian motorcycle trade.

K. R. Spencer.

FAVOR "COVENTRY" SPECIFICATIONS

Some of the largest manufacturers of chain sprockets in this country have after exhaustive tests, proved the advantage of the tooth form for roller chains by following the blue prints and specifications of the Coventry Chain Company, of Coventry, England.

Among these manufacturers are The Corbin Screw Corporation, The New Departure Manufacturing Company, The Eclipse Manufacturing Company and the Excelsior Motor Manufacturing Company. The Coventry Chain Company will be glad to send the blue prints and specifications mentioned above to any manufacturer requesting them.

NEW FAFNIR BALL BEARING

The Fafnir Bearing Co., New Britain, Conn., announces that it is about ready to place on the market a special double-row ball bearing for use in the connecting-rod of the Flying Merkel twin-cylinder motor. It is explained that the company will make a specialty of this bearing and retail it at $5. The bearing will be made of the highest quality of imported ball bearing steel and ground to the finest standard of accuracy.

It is stated by an English publication that the manufacturers of the Argyll single sleeve valve engines for automobiles are now experimenting with an air-cooled motorcycle engine, constructed on the same principles, with very encouraging results.

APPRAISAL IS MADE OF POPE PROPERTY

Inventory Filed with Superior Court of Hartford, Conn., Gives the Company's Assets as $2,034,899.96, Which Includes Accounts Totaling $181,461.34 Considered Collectable.

ACCORDING to an inventory filed with the Superior Court at Hartford, Conn., December 18, 1913, the assets of the Pope Manufacturing Company, of that city, are as follows:

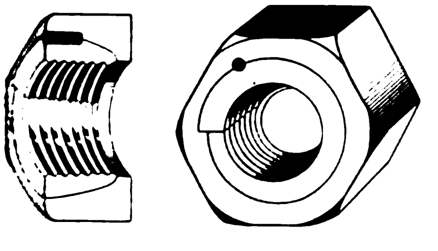
Land on Capitol avenue	$84,750.00
Buildings on this property	634,375.00
West works lot	47,200.00
Buildings on this property	62,800.00
Equipment at main plant	107,000.00
Machinery for manufacturing	369,877.71
Standard small tools	46,822.00
Patterns for auto parts	2,600.00
Main office furniture, etc.	3,500.00
Equipment of West works	14,875.50
Machinery, tools, etc.	11,795.50
55 second-hand cars	40,000.00
43 cars in process of construction	81,300.00
Raw material, finished parts, etc.	331,542.85
Accounts collectable	181,461.34
Total	$2,034,899.90

According to the appraisers, the inventory was not made at cost prices, but upon their judgment of what the property would sell for in the market. On raw material the inventory is only one-half of what appears on the books of the company, which showed the cost of them to be $663,085. The appraisers also say that the accounts receivable numbered 797 outstanding, amounting to $224,519, but as some of these were rather doubtful, these latter were deducted leaving the inventory quotation as above.

NEW HICKS LOCK-NUT

A device that merits the attention of every rider is the self-locking, self-adjusting lock-nut, designed, patented and marketed by Irl R. Hicks, Hallsville, Mo. The nut, which is shown in the two accompanying illustrations, was patented July 29, 1913. It is made in two parts only, the inner sleeve and the outer sleeve. The foremost feature of this nut is found in the fact that it will tighten whether turned to the right or left and can be removed only by the insertion of a small pin in the hole made by notches in the two sleeves, directly opposite each other. When turned to the right it tightens by virtue of the threads The inward pressure due to the camlike action of the outer sleeve turning on the inner sleeve causes the tightening when the nut is turned to the left.

It requires no special bolt and has no weak parts to get out of order. It is a well known fact that the principal causes of loose nuts are. Stretching of bolts, wear of contact parts and shrinkage of parts held, such as wood. The lost motion and vibration which result from these troubles cause the nuts to come off. The above troubles are all overcome by the Hicks lock-nut, as all loss motion is taken up by the automatic tightening of the nut. This nut has been put to severe tests and has proved capable of doing all that is claimed for it.



NATIONAL ADVERTISING

Attention has been called to the fact that the Sears-Cross Spedindicator for motorcycles is one of the few products the advertising of which is national in its scope. From Coast-to-Coast, and from the Great Lakes to the Gulf, the Sears-Cross spedindicator is being shown on bulletin boards located along the highways and byways and in the streets of cities and towns. It is the belief of the Harry Svensgaard Sales Corporation, 471 Woodward avenue, Detroit, Mich., sole selling agents for the Sears-Cross Spedindicator, that such national publicity is not only a tremendous selling power for the Spedindicator, but also an important factor in creating sales of motorcycles themselves.

INDIANS SAVE MONEY

The Housatonic Power Company, of New Haven, Conn., has in the past seven months saved over $360 by using two single-cylinder Indian motorcycles. The company placed the machines in service on May 1 and their total upkeep expense was only $63.50 to December 1. A team of horses formerly used by the Housatonic Power Company took 1½ hours to cover a 10-mile run, while a motorcycle makes the same run in 30 minutes. The company states that their service men and inspectors are enabled to cover their territory much more frequently, with an appreciable saving in cost of transportation and time.

NEWBY'S COAST TRIP

O. K. Newby, manager of the service department of the Miami Cycle & Manufacturing Company, has just returned to the factory at Middletown, after making an extensive trip on the Pacific Coast. Newby covered the entire coast on a 1914 Flying Merkel, and being a rider of unusual ability he performed many stunts requiring special skill. The day his self-starting Flying Merkel was uncrated Newby took it to Gilmore Hill, a grade that had never been climbed by a motor vehicle, and rode up it without the slightest trouble. Sales of many 1914 Merkels followed this feat. Newby reports that conditions on the Coast are flourishing, and that two of the liveliest dealers that he has met are Theodore P. Tremper, of Seattle, and Ray A. Day, of Tacoma.

BIG EVER-READY DEAL

The American Ever-Ready Company, of New York City, has purchased an entire block in the automobile section of Long Island City. An eight-story factory, 200 x 300 feet in size, will be built upon this site. Conservative estimates of the property, including the land and the new building, make the total about one million dollars.

POHL ON THE ROAD

Hugh G. Pohl, traveling representative for the Henderson Motorcycle Company, Detroit, Mich., reports closing with a number of dealers in Iowa to handle the Henderson. He is now traveling through Nebraska and North and South Dakota.

A Battle-Scarred Harley-Davidson. George Hellerman, Appearing in the Photo, Finished in Second Place On It in the Recent Severe Oakland-Redding Endurance Run.

HARD TEST FOR HARRIS OIL

Paul C. Derkum, popularly known as "Dare-devil" Derkum, the winner of the San Diego, Cal., to Phoenix, Ariz., motorcycle race is enthusiastic in his praise of Harris oils. After having covered 441 miles of the desert route in 16 hours and 4 minutes, and beating his nearest competitor by 3 hours and 29 minutes, he wrote the A. W. Harris Oil Company, at Providence, R. I., as follows:

"The engine in my Indian, with which I won the San Diego-Phoenix race, was running perfectly at the finish and sounded better than ever. It always had the kick when wanted and I give Harris oils much of the credit for this, and for the fast time. You may say anything good that you wish to about Harris oils and I will back you up, as I gave them an extremely hard test in this race."

BLIZZARD DIDN'T STOP ASH

J. W. Ash has just returned to the Middletown factory of the Miami Cycle & Mfg. Company after a business trip which included stops at Buffalo, Cleveland, Chicago, Milwaukee, St. Louis, Kansas City and Denver. Ash arrived in Denver on the first train that entered the city when traffic was resumed after the recent blizzard, and immediately set his blood in circulation again by closing with the Western Supply Company, 1350 Larimer street, to represent the Flying Merkel in Colorado and Wyoming for the coming season.

GOODRICH OFFICIALS CUT SALARIES

Akron, Ohio.—An announcement by the B. F. Goodrich Co., shows that the officials of the company have voted themselves a reduction in their salaries which amounts to thirty-three and one third per cent. It is stated that two of the leading officials, who have been drawing $60,000 a year each, have agreed to a reduction to $40,000 and that four or five others drawing from $20,000 to $35,000 a year will submit to proportionate reductions.

The Meeley Tire and Rubber Company, of Washington, D. C., has been taken over by the Firestone Tire & Rubber Company, of Akron, O., and the former agency will now be conducted as a factory branch at 824 Fourteenth street, N. W.

NEW WIGWAM OPENS IN MINNEAPOLIS

Hendee Company Had Its Latest Branch Ready for Business Several Days Before Date Set for Opening—F. L. Hunt, the Veteran Indian Traveler, Is Named as Manager.

THE Hendee Mfg. Company improved upon its reputation for promptness by having its new branch in Minneapolis, Minn., ready for business several days before the date named for the formal opening of the establishment, and that this pace will be maintained is a safe assumption in view of the fact that Fred Hunt, the veteran Indian salesman, has been named as manager. Hunt has been selling Indian motorcycles so long and so successfully that it has become second nature for him to discuss their strong points, and all who know the genial F. L. will agree that he has earned the promotion which places him in charge of the Minneapolis headquarters. The building is located at 501 Sixth street, and is an attractive three-story structure.

HENDEE MANUFACTURING COMPANY
HENDEE MA

Spacious New Indian Branch in Minneapolis, Minn. See Item at Left.

Manager F. L. Hunt.

The ground floor running the full length of the building, and a storage loft on the top floor will be devoted to Indian business for the present. The building measures 22 by 140 feet, and is equipped with a dual elevator service from both the interior and exterior. The interior arrangement is divided as follows: Display room, office, parts department and shop.

The display room and office are decorated in typical Indian fashion, being hung with skins and blankets. This branch will carry an exceptionally large stock of parts, which will be listed under the Indian's latest stock system. There will also be a fully-equipped shop which will be capable of meeting every repair requirement. At present the Minneapolis branch will transact a wholesale business only and will serve dealers in Minnesota, the Dakotas and northwestern Iowa.

NO INFRINGEMENT, SAYS COURT

Judge McPherson, sitting in the United States District Court for the Eastern District of Pennsylvania, rendered a decision last week in favor of Fichtel & Sachs, the well-known foreign ball-bearing makers, in the suit brought by the Hess-Bright Mfg. Co. This amounts to a reversal of a decision given in the same court in March, 1910, by Judge Holland, who held that a notched-race bearing infringed the Robert Conrad bearing patent, No. 822,723. Judge McPherson's judgment of last week was that a notched-race bearing does not infringe the Conrad patent; in other words, the ruling means that the F. & S. ball-bearing does not infringe the Conrad patent under which the Hess-Bright company manufactures. The 1910 decision of Judge Holland, referred to above, was rendered in a suit brought by the Hess-Bright company against the Standard Roller Bearing Co.

HANSELMAN OFFERS REWARD

Joseph Hanselman, 406 North Gray street, Indianapolis, Ind., offers a reward of $25 for the recovery of his Harley-Davidson, which was stolen from the State Fair Grounds at Indianapolis. The motor number is 2673A and the machine was enameled blue with a white stripe. The machine carried an Indian license, number C939, and Hanselman's name and address were painted on the crankcase. Information should be sent to Dave Bauman, of the Indianapolis Post Office.

HAVERFORD BRANCH IN NORFOLK

To the already large list of cities in which are located branch stores of the Haverford Cycle Company, Philadelphia, Pa., will be added Norfolk, Va. The Haverford company has leased a building on Granby street, where it will carry its usual stock of Excelsior motorcycles and general supplies and accessories.

Will Braught, a mail carrier of Whittier, Cal., uses a motorcycle trailer of his own design for carrying parcels post packages.

SHAPIRO-MICHAELSON INCORPORATION

Minneapolis, Minn.—The Shapiro-Michaelson Motor Company has been incorporated to take over the business of the Michaelson Motor Company, of this city, subject to their liabilities. The cash paid in amounts to $5,000; part of this has been distributed among the creditors, and the balance will be used to handle the pay-roll and meet running expenses. It is expected that the capitalization of the company will be completed in two or three weeks, and it is announced that creditors of the former company will then be dealt with promptly.

COLEMAN'S "OPEN HOUSE"

William Coleman, Akron, Ohio, is jubilant over the fact that the first 1914 model to be delivered in his city was a Merkel which had been sold by him. Coleman states that he will hold his formal opening for the new season on Saturday, January 24, and a general invitation has been extended to riders to drop in and say "Howdy." In connection with the open house program there will be an informal entertainment and a number of addresses. Among those who have been invited to speak to the boys are F. L. Valiant, of the Miami Cycle & Mfg. Company, Jes Campbell, Ohio F. A. M. commissioner; Carl Cappel, of Dayton, chairman of the State Legal Action Committee, and H. S. McConnell, of Cleveland, State F. A. M. referee.

SELLING MORE MOTORCYCLES

The Barr Motorcycle Company, of East Gay street, Columbus, Ohio, Central Ohio distributors for the Indian, reports an increase in sales in the outlying districts. A large number of 1914 models have been sold in the country surrounding Columbus. One of the reasons for this increase is probably the marked improvement in the roads in all parts of the state.

John W. Grove, 624 Liberty avenue, Pittsburgh, Pa., announces that he will handle the Flying Merkel line exclusively for 1914.

IMPROVEMENTS IN FOX TANDEM SEATS

Busy Seattle Company Offers the Luxus Model in Two Styles, with Spring Footboards and with or Without Back-Rest; Premier Model Has Stirrups Instead of Footboards.

THE 1914 catalogs of the Fox Manufacturing Company, of Seattle, Wash., are now being distributed, showing the most complete line of tandem seats this company has ever produced. The Luxus models A and B are identical in construction but the Luxus A is complete with the Fox back-rest, while the Luxus model B is sold without this feature at a lower price, leaving the buyer the option of purchasing it later.

Although the Luxus model is of the same general design as Fox seats of past seasons, it is featured by two improvements, the broad, flat leaf-spring formerly used has been discarded entirely, in place of which a battery of four extension coil springs, working in sets of two, is used. The primary set of these extension springs supports the seat proper, and they are suspended from two rocker arms, having their axes at the extreme forward ends. These rocker arms are in turn supported at their rear ends by a secondary set of springs, thus giving a lever action similar to that of the spring seat-posts now so generally used for saddle supports. This combination of spring riding upon spring, produces a long, slow stroke of more than four inches in actual rise and fall of the seat surface under pressure, the spring tension acting through 18 feet of coiled wire.

The second change in design is in the footrests, which introduces for the first time a self-folding, spring footboard. This footboard is of oil-tempered steel, cut to a curving taper, and bent to a gooseneck curve, so that when down in riding position, it suggests an enlarged toe-clip, the difference in use being that the passenger's foot rests on the top surface, which is shaped to the sole of the shoe. By means of an ingeniously devised torsion spring, working in conjunction with a stop, the footboard is held either folded up, or down in riding position. When down, a slight blow from any angle, either below or in front causes the footboard to fold up automatically, thus preventing damage. The Fox Manufacturing Company feels so confident concerning this feature that it covers it by an unconditional guarantee against breakage in use, and should any part be broken it will be replaced without charge.

The Premier model uses the same spring and folding features as the Luxus, but differs in that a stirrup is used in place of the spring footboard. All three models have holes for fastening on Prest-O-Lite tank brackets, these brackets being furnished at a slight additional charge. The company states that 2,000 Fox seats will be ready for shipment by February 1.

SHOP REGISTRATIONS

F. A. M. repair shop signs have been sent to the Clinton Cycle Company (W. E. Tripp), 207 Seventh avenue, Clinton, Iowa; Rogers Brothers, 571 Main street, Waltham, Mass.; Noecker & Brehmer (R. L. Brehmer), Circleville, Ohio, and Joel Harper, 301 Second street, N. E., Roanoke, Va.

READY FOR BUSINESS

Buffalo, N. Y.—William C. Chadeayne and his associates have purchased the assets of the Greyhound Motor Co., of Buffalo, and will continue the business under the name of the Autocrat Mfg. Co., Inc. The new organization has now been perfected and the company enters upon the 1914 season with every prospect of obtaining all the sidecar business it can make arrangements to handle.

HARD WORKERS PREFER MILK

Although the name Milwaukee has long been associated with beer, not everyone in that city drinks it, as is proved by the accompanying photo, taken at the busy Harley-Davidson plant, where several hundred employees prefer milk. The Harley-Davidson Motor Company has made arrangements with the Gridley Dairy Company whereby employees can obtain milk at wholesale prices and save one cent per pint bottle.

ROCK ISLAND HOUSE PARTY

Ben A. Koch, of Rock Island, Ill., was the host at a recent house party given to the members of the Rock Island Motorcycle Club. Among those present to help Koch celebrate the completion of his new bungalow at 1627 Fourteenth street were: Art House, S. Switzer, F. Johnson, D. Olney, Ivan C. Edelstein, A. Anderson, C. Koch, B. Erford, F. Fisher, F. J. Leins, H. C. Schumacher, D. Muselle, W. Lafrenze, C. A. Ayers, Joe Esler, Mrs. S. Switzer and Mrs. Ben Koch.

Koch is agent for the Thor in the tri-cities, Rock Island, Moline and Davenport. He has represented the Thor in these cities for a number of years and has built up a large trade.

SUCCESSFUL EXCELSIOR SQUAD

A successful Excelsior quartet, of Toronto, Canada, is shown in the accompanying photograph. Reading from left to right the riders are: T. Smith, Roy Thompson, C. McDonnell and Percy A. McBride, the Excelsior agent. This squad of Excelsior riders made a clean sweep in the recent hill-climbing contest held by the Wanderers Motorcycle Club. Smith, who was awarded the gold club pin, took two first and three seconds. Roy Thompson won three firsts and one third; McDonnell took one first, one second and one third, and McBride was the only rider of a twin under 7 h. to make the grade. McDonnell made the climb with a passenger in the sidecar.

HAVOLINE IS FAIR DECIDES THE COURT

Suit of Valvoline Oil Company Charging Infringement of Trade-Mark and Unfair Competition Fails Because No Unfair Intent on Part of Havoline Manufacturers Is Proved.

AN effort on the part of the Valvoline Oil Co., of New York, to prove that it has been subjected to unfair competition by the Havoline Oil Co., also of New York, owing to alleged similarity of the names, has failed as the result of a decision rendered last week in the United States District Court for the Southern District of New York. The Valvoline company charged that the Havoline emblem, as well as the firm name, infringed the Valvoline trade mark and that it had therefore suffered unjust competition. The usual injunction and damages were sought.

The defense was a denial of infringement and unfair competition, and there was also a separate defense of laches, in that the Valvoline company had failed to take action against the Havoline company until it had been in business for several years and had built up a creditable trade. In disposing of the case the court laid stress upon the scope of the business which has resulted from Havoline advertising, etc., and also entered into the significance of the "ine" series of names as applied to oils. It was shown that the list goes back to 1870 and begins with Cosmoline.

Judge Mayer, who wrote the opinion, stated that he saw no similarity in the containers, labels or colors, and that he would not mistake the name Havoline for the name Valvoline. "If I did not know anything about motor oils and some one told me to buy Valvoline," said Judge Mayer, "the word 'valve' would be impressed upon my mind. If Havoline were mentioned I would think of some coined word, or perhaps some technical term, but it would not suggest Valvoline to me."

OFFICERS OF BELOIT M. C.

At a regular meeting of the Beloit Motorcycle Club, of Beloit, Wis., the following officers were elected: President, Art Shevland; vice-president, Claude Hirst; secretary, R. G. Talbot; treasurer, Herbert Yunkers; road captain, Claude Smith; first lieutenant, Alva Grant; second lieutenant, Roy Dunham. The club has secured new quarters over the Orpheum Theatre and will give a series of dances during the winter.

A Squad of Toronto (Ont.) Riders. See Item Above.

LIENHARD OUT OF THE POPE COMPANY

Well-Known Trade Booster Who Has Been in Charge of Pope Exports for Eighteen Years Has Retired Owing to Changes in the Hartford Organization—One of Original Pope Men.

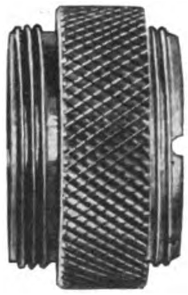
After long and successful association with the Pope Manufacturing Co., H. A. Lienhard, who has served as assistant secretary, in charge of the export and advertising departments, has retired. Mr. Lienhard was one of the original "Pope men" and has been at the head of the export department since the launching of the company's foreign business some eighteen years ago. For about three years he was at the head of the export business of the American Bicycle Company, and, it is stated, that his department was one of the few in that company that made money. He then had travelers out all over the world, and made several foreign trips himself, obtaining wide experience in this line of trade, including a practical knowledge of the business conditions of each country as well as a valuable acquaintance among the concerns that handle imported goods.

In 1902 he added the foreign business of Pope-Hartford motor cars and made them very prominent abroad among cars of this class. About four years ago the company's advertising and printing was turned over to him. The removal of the Pope bicycle and motorcycle sales department to Westfield has resulted in changes in the general export department at Hartford and neither end separately seemed to offer sufficient scope for a man of Lienhard's activity and experience.

LIBERAL BUCK OFFER

That the Buck Gauge Company, Star Building, St. Louis, is fully prepared to stand behind its "Satisfaction-guaranteed-or-money-refunded" sales policy is evident from its latest announcement, to the effect that it will send a sample Simplex oil gauge to each dealer who makes application, with the understanding that he need pay only the shipping charge—ten cents. The Buck company is convinced that every dealer who gives the gauge a trial will immediately become a booster for it, and this accounts for the extremely liberal offer that is now being made.

Front View of Gauge



Side View of Gauge

It is pointed out that the gauge is placed on the outside of the crankcase where it is certain to keep clean; that its use saves oil, keeps the plugs from fouling and otherwise aids in making the most of the motor by maintaining lubricating efficiency. The Simplex gauge is now made for the Harley-Davidson, Excelsior, Dayton, Reading-Standard, De Luxe, Jefferson and Iver Johnson machines. The offer outlined above holds good for thirty days only.

NEW WOODWORTH TREAD

One of the most recent tire offerings embodies the new Woodworth motorcycle tread, manufactured by the Leather Tire Goods Company, of Niagara Falls, N. Y. The Woodworth consists of a strip, or band, of specially water-proofed chrome leather studded with steel rivets and held on the tires by coil springs which connect, thus forming a complete ring on each side of the tire. The Woodworth can be attached without removing the wheel. The ends overlap in such a way that as the wheel moves forward it is continuously rolling off the outside ply of leather, thus preventing dirt from working in. It can be fitted to any make of motorcycle tire whether of rough or smooth finish.

The steel studs project about one-eighth inch above the leather and will take an excellent hold in mud, snow or on wet pavements. The treads are claimed to be absolutely puncture-proof, protecting the tire from all outside injury and wear thus insuring indefinite tire life if kept properly inflated. The treads are guaranteed for 2,500 miles of service. Owing to the elasticity of the spring adjustment each size of tread can be used on two sizes of tires. The tread can be used satisfactorily on any machine having one-half inch clearance around the tires.

BOSCH WINS AT SAVANNAH

In the Savannah 300-mile road race, said to be the fastest long-distance motorcycle race ever held in this country, the winner's machine was equipped with a Bosch magneto. This makes the fourth important road race of 1913 in which Bosch magnetos figured as a part of the winning machine's equipment, the others being: the Tourist Trophy Race of England, the Elgin National Road Race and the San Diego-Phoenix Road Race.

BARR AT THE FACTORY

Fred J. Barr, Flying Merkel distributor in Iowa, spent a few days last week at the Flying Merkel plant in Middletown. Barr states that if there is any such thing as hard times, they certainly have not been felt in Iowa. He has already closed more agencies than at the same time last year, in proof of which he placed an order for a carload of motorcycles for immediate shipment, and another to go forward the last part of January.

McBETH'S NEW DUTIES

Art McBeth, well known in racing circles, is now head tester at the Flying Merkel plant in Middletown. "Mac" was formerly employed at the Cleveland motordrome, where it was his business to tune up the racing machines and see that they remained tuned. He assumed his new duties last week.

VOTE STOCK INCREASE

At a recent meeting of the stockholders of the Portage Rubber Company, of Barberton, Ohio, a capital increase of $250,000 was authorized. A portion of this increase will be issued immediately to provide for a large addition to the plant.

A reduction of 17 per cent. in the list prices of Bosch products is announced by the Bosch Magneto Company, of New York City.

E. M. Lewis, of the Dayton Sales Staff.

TO MAKE ELECTRIC OUTFIT

The Veriux Company was organized about two years ago in Alliance, for the purpose of manufacturing appliances of an electrical design for the lighting of motorcycles, automobiles and motor boats. The primary object was the making of a patented device, the invention of H. H. Woods, of the Woods Engineering Company of Alliance. The company is now duly organized with H. H. Woods, president; G. A. Waddle, vice-president; D. McDonald, secretary, and F. C. Woods, treasurer, with an ample board of directors. The plant will be located in Alliance, Ohio, and the company expects to give employment to from 1,500 to 2,000 men.

DAENITZ ON SALES STAFF

O. P. T. Daenitz, F. A. M. director for the South Central District, has recently joined the Harley-Davidson organization and will represent the company in Washington, Oregon, Nevada and Idaho. Mr. Daenitz is a graduate of the engineering school of the University of Wisconsin where he was associated with "Bill" Harley. He fits in well with the organization as a result of his technical training and his experience as a motorcycle salesman. He was formerly a Harley-Davidson dealer in Helena, Mont., and later handled another make of machine in Colorado and Wyoming.

INDIAN CARLOAD ORDERS

Manager Hopkins, of the Hendee Mfg. Company's Pacific Coast branch, writes that orders are being received in larger numbers than ever before. Fifteen agents have each ordered a demonstrator to be sent immediately and carload lots are being contracted for.

HARLEY-DAVIDSON IN HOLLAND

At the recent National Motorcycle Show in Amsterdam, Holland, a 1914 model Harley-Davidson attracted much attention. The Delftsche Motoren-Handel, of Delft, represent the Harley-Davidson Motor Company in the Netherlands.

H. E. (Happy) Jameson, of the Harley-Davidson staff, has been assigned to Kansas, where he made many friends during the last Short Grass tour to Denver.

HENDERSON FACTORY BRANCH ON COAST

Prompt Service and Reduction of Retail Price to Pacific Coast Dealers Will Result From Opening of Branch in San Francisco; Sales Manager Fargo Laid Out the Plans.

AFTER a careful study of Pacific Coast trade conditions through its sales manager, Hugh A. Fargo, the Henderson Motorcycle Company, of Detroit, has entered upon negotiations which will result in the opening of a direct factory branch at 1590 Market street, San Francisco. The decision to establish this branch was arrived at by the Henderson company after Mr. Fargo had spent several months traveling along the coast, from the Mexican border to the Canadian line.

"This trip," writes Mr. Fargo, "afforded me excellent opportunities to visit the dealers at every crossroad, so to speak, with the result that I soon became thoroughly convinced that the Eastern manufacturers were discounting very materially the possibilities of this great western trade. I have studied the matter from every angle, and the one factor that seems to stand in the way of reasonable profit for the Coast dealer is the distribution of machines through a middleman.

"To me there appeared but one solution to the problem, which was the establishing of a direct factory branch to deal directly with local agents. I presented my views to the Henderson company, and the plan calling for the opening of the new branch is the outcome. This branch will have entire control of all Coast shipments, and we are now arranging to carry an exhaustive stock of parts and an emergency supply of machines that can be shipped to any point on the Coast in two days' time.

"Another feature of this direct factory branch that will appeal equally to the dealer and rider is the fact that it will permit of reducing the Pacific Coast retail price of the Henderson to $340, and at the same time increase the available profit to all dealers. By this arrangement we are giving the Coast agents all the advantages of our dealers whose locations are in closer proximity to our factory."

James S. Tormey, who has been connected with the Goodyear Tire & Rubber Company in both its motorcycle and truck tire departments for the last few years, and who previously was identified with the Pacific Coast departments of the Indian, Thor and Excelsior companies, will be manager of the Henderson company's new branch. Owing to Mr. Tormey's wide acquaintance, which extends into the remotest territory of the coast, the Henderson company feels that he is admirably fitted to manage the distribution of its products in this [illegible]

MEETING OF CREDITORS

Notice has been given that the final meeting of creditors of the William Katzmann Co., of Chicago, will be held at the office of Referee [illegible] C. Eastman, Room 907, Monadnock Block, Chicago, at 10 a. m., on January 15. On December 27 the Central Trust Company, acting as trustee, filed a petition for an order to sell certain accounts belonging to the Katzmann company and a hearing on this petition will also be held at the office of Referee Eastman on the date above named.

A HEAVY LOAD

Still another use for the motorcycle has been found by J. E. Burke, proprietor of the Metal Weather Strip Company, Milwaukee, Wis. Metal weather strips are in demand at this time of the year and Burke utilizes a Harley-Davidson outfit in handling rush orders. He writes that loads up to 200 pounds are carried without difficulty. The metal strips are heavy and make a compact load.

GARFORD TO MAKE AUTO-WHEEL

A. L. Garford, of Elyria, Ohio, has purchased the American rights to manufacture the "Wall" Auto-Wheel. This is a motor-propelled third wheel for attaching to bicycles. It mounts a very complete power plant and is coupled to the rear of the bicycle frame opposite the rear wheel, thus converting it into a form of motorcycle. This device has been in use in England for about five years.

CONTINENTAL CHANGES

W. J. Surre, tire sales manager of the Continental Rubber Works, announces that B. W. Snowman, of Southington, Conn., formerly connected with the Diamond Rubber Company, has joined the Continental sales force and will have charge of the New York branch and the Eastern territory. Mr. Snowman succeeds Walter S. Tullis, who has been transferred to Erie and promoted to the position of Direct Factory Representative. Mr. Tullis will travel in the South and the extreme West.

A COMFORTABLE BALANCE

The United States Rubber Company, in making application to the New York Stock Exchange for permission to list its new 8 per cent. first preferred stock, has submitted a balance sheet for the period ending June 30, 1913, showing a total income of upwards of $6,500,000, expenses of $2,363,892, and a balance of $4,154,056. The surplus as of June 30, of this year, is given as $16,274,486.

BRADY IN TRAINING

Robert Brady, the new Flying Merkel agent in Atlantic City, N. J., has spent some time of late at the Miami factories in Middletown and Indianapolis picking up general pointers on the 1914 line. Brady is now looking after the territory formerly catered to by C. A. Van Doren, who left Atlantic City to accept the position of New England District Manager for the Miami company, with headquarters in Springfield, Mass.

CREDITORS FILE PETITION

Several creditors of the Aristos Company, of New York, have filed a petition in involuntary bankruptcy against this concern. The petition charges that the company, alleged by the creditors to be insolvent, has made certain preferential payments totaling about $6,000. The Aristos Company is capitalized at $400,000.

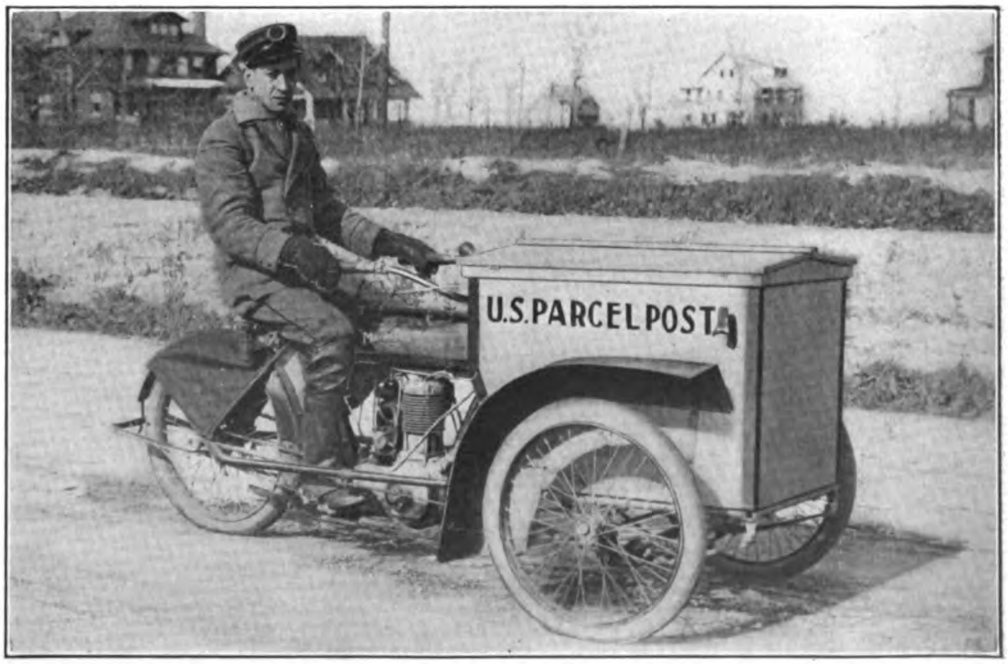
EXTRA STRONG INNER TUBE

The United and Globe Rubber Mfg. Companies, with factory and main office at Trenton, N. J., announce that their line of motorcycle products for 1914 will be featured by an exceptionally heavy inner tube which has been designed to meet the extra strain incident to tandem riding. The companies displayed their full line at the New York show.

ELYEA WAS PLEASED

C. L. Elyea, of the Elyea-Austell Company, Atlanta, Ga., was so favorably impressed by the performance of the Flying Merkel machine ridden by Maldwin Jones in the Savannah 300-mile race that he wired the Miami company for an extra carload of chain-drive 7's upon his return to Atlanta. Jones, who finished second in the big race, and Pinneau, the other member of the Merkel team, both mounted regular stock machines.

L. L. McGuire, who has been employed in the Stewart-Warner factory for five years, has now opened a repair shop for speedometers exclusively, at 138 East Spring street, Columbus, Ohio.



Improved Type of Minneapolis Van in Parcel Post Service. This Outfit is Giving Excellent Results in Rough Country, Although Used for Heavy Loads.

How I got into the Motorcycle Game

By Clint W. LaSalle

IT was back in 1901, I think, that I saw a chap on a bicycle equipped with a little motor about the size of a pound baking powder can, carrying a pulley the size of a dollar, geared to the back wheel of the bike with a belt the size of a clothesline. He got stalled down in the center of our business section, and in pedaling to start again the motor refused him. To my amusement, he reached forward to the pulley and gave it a twist—and away he went up the street, the motor yapping away like a peevish little poodle dog.

A year or so after I saw the rat-and-a-half power outfit, a couple of Rochester fellows began to rig up some machines with imported DeDion motors set in a special heavy frame, and driving with a flat belt. These rigs had broad handlebars and heavy tires, and really performed quite well, but the abrupt transition from the light, easily handled bike was too much of a jump, and it wasn't until a couple of years later that motor-bikes excited more than passing interest.

How I Became Interested

I'd been considerable of a road plugger for some years previous, and still thought the bicycle the best thing up to the time I met George Miner coming up a long hill in the country with one hand in his pocket and his motor doing all the work. Right there I got interested. You see, my best girl lived out in the country beyond, and while it was downhill most of the way out, I always regretted the necessity of grinding up that grade coming back. And I thought how much better it would be to let the motor do the kicking.

During the winter of 1904 I saw the advertisement of a Philadelphia firm, who claimed to furnish a complete outfit of castings that would make a first-class motorcycle out of a bike. I bit, and ordered.

By the ghost of Daimler! but those *were* castings! They were made of good soft gray iron, all right, but thick enough for a thirty-horse auto. The connecting rod was of bronze, also "the perfected one-piece cam and gear." The intake chamber cap and intake stem guide was merely a common plumber's elbow with bolting lugs and a boss for the spring seat cored on. The biggest claim was made for the single piece crank—a soft steel casting—and the fact that there was take-up provision for both ends of the connecting rod. A fine chance for an amateur to get a fit by hand work!

Assembling the Parts

The flywheels were to be faced up and bored through a 3/16-inch web to set on a shoulder on the crank shaft, and secured by a ⅜-inch screw through the crank-pin. I got to work on my lathe and did everything according to the blue-prints supplied with the castings, and when done set the thing in a vise, rigged a temporary gasoline tank out of a tin can, piped it to a mixing valve, and after soaping the joints hooked up a coil and batteries and turned the motor over. I finally got the mixture right and she popped. Wonderful!

Next I found a couple of youngsters who had started to build a home-made rig, and had a strong, reinforced frame with tandem rims and so on. I slung my little mill (it was 2½ by 2½, bore and stroke) under the forward lower frame bar, and drove the rear wheel by an inch and a quarter belt. I fitted long handlebars and footboards, and a tank under the top frame bar, and mounted the saddle over the rear wheel on an elliptical spring made from flat metal.

Getting an Effective Brake

I did not bother with an exhaust lift—merely depressed the automatic intake stem and pushed the crock. When it popped I hopped on. After it got to hitting pretty well I took a little trip down to the city one afternoon, going by the back streets, as I didn't trust my brake any too much. The shoe was slipping some. I called on Anse Flynn, the Thor man, who looked the machine over with a very judicial air, which I felt complimented at, as it showed an appreciation of my great accomplishment. In the light of my later experience I have privately thanked him for refraining from saying what must have been in his mind.

On the way back I slid out of a cross street right under the nose of a horse, and the only thing that saved him from being pushed out of the road was the quickness of the driver in pulling him back on his rear kicks while I passed underneath. That driver was so full of things he wanted to say to me that they choked him past all utterance. After that I fitted a brake out of a piece of oak, which was merely a lever pivoted in the middle so that foot pressure jammed the motor pulley. Mighty effective, as a scar which has become prominent since the expansion of my forehead testifies.

The End of the "H. and H. M."

The "directions" said that a certain amount of oil would carry the motor 25 miles, so one afternoon I filled the crank base and started for a twenty-mile circuit in the country. The little jigger climbed some fair grades quite creditably on the way out. But near Pittsford she began to sag a little and I put some more oil in and came home. That was the beginning of the end. That night I was so proud of my " H. & H. M."—hand and home-made—that I got to telling some of the boys about it and they demanded an exhibition ride. So I steamed up to a nice long stretch of asphalt and cut her loose, and I had the fastest ride for a mile I had had up to that time. My speed must have been all of thirty-five miles an hour. I got to the end of the avenue and started to turn around

Victor H. Wachs, a Missionary at Yeng Byen, Korea, Crossing a Stream With His Harley-Davidson on a Crude Ferry.

when she struck. I had to off belt and trundle her home.

Spreading some newspapers over the kitchen floor I took the motor down. The flywheels were rather heavy for a motor of its size (22 pounds) and they had literally chewed through the crank-pin bolt, which in turn had let the flywheels wear the bore on the crankshaft out of round. "Ah! ha!" says I to myself, "'tis makin' it over is it?"

A Regular Machine at Last!

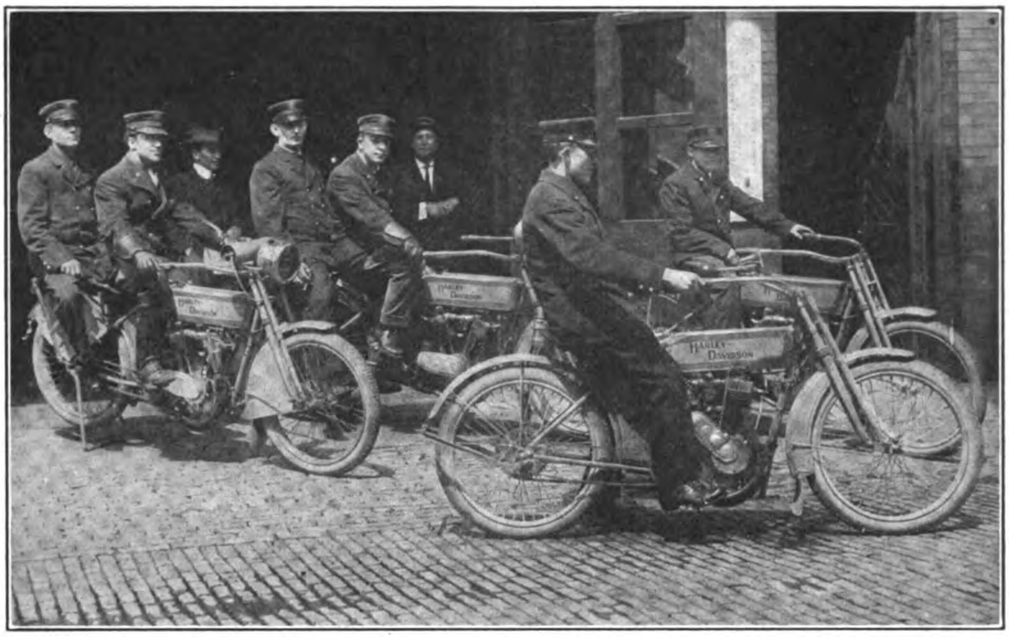
So I scrapped everything save the cylinder and piston and began over again on the drawing board. This time I had a hand-forged connecting-rod, a built-up crank of special steel, and cam and gears also of steel; also an outside flywheel and mechanical overhead rocker arm intake. The muffler was a steel tube, perforated for about a foot of its length. The timer-ignition was still by battery—was of vulcanite with a glass so that you could see the spark. It was a great comfort to know in case of trouble that the spark was on the job. Also I made a carbureter—floatless—with two valves in it, much like an intake in form. I hooked the thing up and took it out one night and she ran first whack. Satisfied that I could build a machine that would run, I put "Melinda" in the cellar, and there she has stayed ever since. Some time this winter I'm going to hook her up again and go looking for contrasts. Bet I get 'em!

In the spring of 1906 I got hold of a Yale-California that I used in getting to the farm where I had my family. I also rode it part of the next year. 1908 saw me on an Indian, camel-back type, and in 1909 I bought an Indian five-horse twin, and that year introduced me to the joys of the road in full measure and served to develop a vast "Wanderlust" that has made me a confirmed vehicular tramp.

Out After Scalps

I shall never forget my first real tour. The Rochester Motorcycle Club had a stable of likely track colts, including Stauder, Bishop, Fournaise and Ellsworth, the last named then president of the club—a wholehearted sportsman, strong in his likes and dislikes and a hard worker for the game and his club—who has since checked in, poor boy. Well, there were some races scheduled at Keuka Lake Park for July Fourth of that year, and the R. M. C. braves put on their war paint and made heap medicine against the prizes offered. There were watches, and I believe some diamond rings, put up by a Penn Yan jeweler that made the meet worth attacking.

Fred (Indian) Hunt was then a salesman in the store of the local agency for the Indian and Pierce, and he persuaded me to start for Penn Yan, via Naples, on the morning of the day before the races. Through a misunderstanding I got away ahead of Fred at 6 a. m., but having an agreement that we should meet at Canandaigua in any event, I started out for a trail I'd never nosed out before. At this time the road from Pittsford to Mendon was under improvement and we had to detour over rather indifferent sandy roads. I did not know the way, but followed the signs as well as I could, until I discovered the track of a new-ribbed tire going my way. Following that I came out smack on the Victor pike at the beginning of the improvement, having dodged all the bad stuff between Mendon and that point.



In a Historic Country

It was a perfect day, early enough in the season so that the fields were still green, without the blackish tone that comes later; the hills toward which I sped loomed up against a sky of perfect Italian blue; there was enough breeze to sing a mighty fine song in one's ears and the road was perfect. "Well, well," I reflected, "some people pray to be sent to Paris when they die, others who don't dare think themselves good enough, ask that they may land in Geneve, but for mine all I want is an endless road, endless gasoline and oil and a celestial whiz-bike that won't wear out."

It's a dandy fairway to Canandaigua. A level journey through a fine farming country teeming with landmarks of ancient people. To the left, as you enter the town of Victor, is a road entering the highway at an acute angle. It was here that the French-Canadian Governor DeNonville was ambushed by the Seneca Indians in 1689, who were routed by him because the warriors were out on predatory business of their own. As you pass the four corners in the village, look to the right. Up that road a mile is Boughton Hill—the town site of Gohnogora—one of the big Iroquois centers.

Following the signs from Victor I found myself on the Main street of Canandaigua. When I reached the town I divested myself of the patent duster I had brought on the strength of the guarantee of its makers, that it made possible the wearing of a good suit of clothes on a motorcycle without the danger of oil spots and dirt. It fastened about the legs by snap buttons and in the start worked out well. A colleague of mine driving past the cigar store where I waited wouldn't believe I didn't come on the trolley till I put the rig on again. Alack, and Alas! I reckoned without my host; I was the victim of misplaced confidence—I put my faith in false gods! As you'll see later.

(*To be Continued.*)

The Cooler Motorcycle Club, of Providence, R. I., gave a smoker at Academy Hall on the afternoon of December 7. The affair was largely attended.

MORE FIRE-FIGHTERS

In the accompanying photograph, which was received too late for use in connection with the fire department article in our last issue, is shown a squad of fire-fighters of New Castle, Pa. These men are attached to the Central Station in New Castle, and their mounts are Harley-Davidsons. Hugh D. Horton, who submits the picture, states that the department has five motorcycles in use at the present time.

BOHSEN WINS ECONOMY TRIAL

Riding an Excelsior twin, Andrew Bohsen, of West Orange, N. J., made the best showing in the economy contest held recently by riders of East Orange. After draining all tanks, each rider was furnished with one quart of gasoline. The course was from West Orange to Pompton Lakes, where the turn was made to Norton House. The referee was Ortie W. Stevens, who set the pace for the contestants, and the latter were required to keep within sight of the referee under penalty of disqualification. The route was over smooth roads most of the way, but included the Bloomfield Hill. The four riders at the head of the list all rode Excelsiors. Results:

Andrew Bohsen, first, 26 miles; Peter Bohsen, second, 25.9 miles; Stanley Beach, third, 20.4 miles; Eugene W. Pfleider, fourth, 20.2 miles. All the contestants rode twins.

SIDECAR TRIAL IN ITALY

Motorcycles are gaining a strong hold on the sport-lovers of Italy, and competitive events are becoming quite common in that country. Not long ago the first sidecar trial for machines up to 1,000 c.c. was held at Perugia over a course of 160 kilometers. The contestant who averaged a speed nearest forty kilometers an hour was declared the winner. The victor maintained an average speed of 39.994 kilometers.

PIONEER MOTORCYCLE TRIP

Chris. Lauridsen, of Fairbanks, Alaska, recently left that city carrying greetings from its mayor to the mayor of Seattle, Wash. He is making the trip on a motorcycle, and is said to be the first rider ever to attempt the route.

MOTORCYCLES DEALERS SUPPLIES, ETC.

PITTSBURGH DEALERS FOR 1914

Following is a list of Pittsburgh dealers with the names of the machines they have contracted to handle during 1914:

Auto & Cycle Supply Co., 20 West Stockton avenue, Northside, Pierce dealers; Harry L. Neff, 106 Federal street, Northside, distributor for the Thor; Auto & Motorcycle Equipment Co., 6 Federal street, Northside, sub-agents for the Indian; Johnson Sporting Goods Co., 639 Liberty avenue, distributors for the Excelsior; Earl Dean, Tunnel street, dealer for the Feilbach, Michaelson and Minneapolis; James W. Grove & Co., 636 Liberty avenue, distributors for the Merkel; H. E. McCandless, 1611 Penn avenue, dealer for the Schickel and Reading-Standard; The Motorcycle Exchange, 5606 Penn avenue, county distributors for the Indian; H. D. Immel & Brother, 5645 Penn avenue, distributors for the Yale and Henderson; S. C. Hamilton, 5831 Penn avenue, distributors in several counties for the Harley-Davidson; Penn Motor & Supply Co., 5900 Penn avenue, distributors for the Dayton; W. W. Bennett Motor Car Co., 5906 Penn avenue, dealers for the Pope; Black Brothers, Penn avenue, near Broad street, sub-agents for the Excelsior; J. T. Everwine, 7090 Penn avenue, distributor for the Emblem and sub-agent for the Dayton and Excelsior.

TORONTO TRADE NEWS

Toronto, Ont.—The Humphrey Bicycle & Motor Company, of this city, has closed with the Badger Brass Manufacturing Company, Kenosha, Wis., for the sole agency for Solar lamps in Canada.

Walter Andrews, of this city, who is agent for the Flying Merkel, recently spent a week at the Miami factory in Middletown, Ohio, for the purpose of making arrangements for the coming season.

Arthur Davidson, of the Harley-Davidson Motor Company, recently left here after a week's visit which he made for the purpose of investigating conditions in Canada. In an interview, he stated that the Milwaukee company intends to give particular attention to the Canadian motorcycle market during 1914. He believes that only a start has been on the motorcycle business in the Dominion, and that with proper attention the Jack Canucks will prove ready buyers.

BUSY BUTTE AGENT

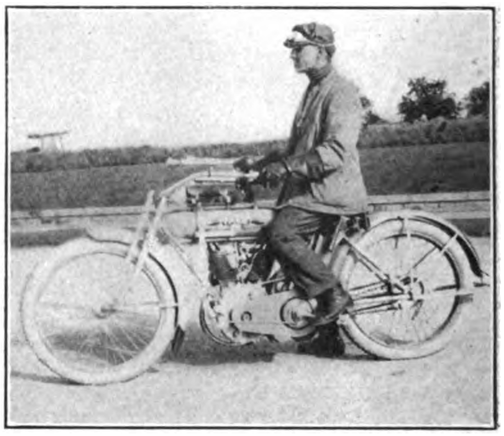
Nick Spatter, of Butte, Mont., has closed a contract to distribute the Dayton line of motorcycles in his state, and has already placed a liberal order for 1914 models. He is sending an experienced motorcycle man out on the road to close sub-agencies and the returns so far convince him that he will be kept busy. The Spatter headquarters is located at 437 South Arizona street, where Spatter has made arrangements to handle repair work on an up-to-date basis in addition to keeping a stock of machines and parts on hand.

RAILWAY MEN NEED 'EM

The Barr Motorcycle Company, of Columbus, Ohio, reports the sale of six Indian motorcycles to the Columbus Railway and Light Company. These motorcycles will be used in making hurry calls in the railway transportation department.

HOWARD FRENCH IN HARD LUCK

Howard A. French, the well-known Indian dealer in Baltimore, Md., has been singularly unfortunate of late. He moved to his new home shortly before Christmas, and while the holiday rush claimed his attention a thief broke in and stole some jewelry. Then a fire in the building adjoining his store broke out and caused him considerable uneasiness for awhile. Several days ago an automobile ran down his eleven-year-old son while he was roller skating near his home. Fortunately the lad escaped serious injuries, but he was badly cut about the head.



Edward Holofcener, Yale Agent in Baltimore.

NEW ENGLAND AGENTS

C. A. Van Doren, New England District Manager for the Miami Cycle & Mfg. Company, announces the following new agencies for the Merkel in his territory: Matthew Lamberg, Bridgeport, Conn.; P. J. Maloy & Co., New Haven, Conn.; Waterbury Cycle Works, Waterbury, Conn.; United Cycle Company, Hartford, Conn.; Geo. Seavey, Haverhill, Mass.; J. E. Forland, Lawrence, Mass.; J. William Newton, Fall River, Mass.; F. N. Coleman, Springfield, Mass.; C. S. Cobb, Plainfield, Mass.; Wm. F. McCarty, Nashua, N. H., and Combination Ladder Company, Providence, R. I. The last named company will distribute the Flying Merkel in the State of Rhode Island.

THOR AGENT GIVES DINNER

Surrounded by his employees in his sporting goods store, Little Joe Weisenfeld, the Thor agent, in Baltimore, Md., played host at a banquet given at the Hotel Emerson last week. Little Joe provided souvenirs for those who work for him and in return received a big surprise by being presented with a desk set and a lamp by his employees.

NASHVILLE INDIAN AGENTS

Brown D. Schraeder, of Nashville, Tenn., has purchased the interests of W. E. Minton in the firm of Harwood & Minton, motorcycle dealers, located at Commerce and Sixth streets. The name of the company has now been changed to Harward & Schraeder, and the business will be carried on at the same address. The company will handle the Indian.

Well-Equipped Headquarters of J. A. Starkel in Fresno, Cal.

MOTORCYCLES
DEALERS
SUPPLIES, ETC.

SHEETS LANDED SOME BIG 'UNS

W. M. Sheets, Eastern District Manager of the Miami Cycle & Mfg. Company, made a quick trip through his territory recently and sent in carload orders from F. W. Sandruck, of Baltimore, Md.; the Howard Cycle Company, of Trenton, N. J., and John Pfleiger, of Brooklyn, N. Y., in addition to many orders for I. C. L. shipments. Sheets reports that the new Miami combination dual brake system is attracting unusual attention among riders in his district.

A HEAVY CARGO

The accompanying photograph, submitted by J. A. Starkel, of Fresno, Cal., shows Ira Bodenheimer en route from Tulare to Fresno. Although his machine was so heavily loaded down that its appearance attracted much attention, Mr. Bodenheimer reached Fresno in good shape, highly commending his Pope for the service it gave him under such trying conditions.

SCHWAGER AT DES MOINES

Otto G. Schwager, who for some time past has conducted a motorcycle agency at La Crosse, Wis., has sold his business in that city and has opened a store at 606 Grand street, Des Moines, Iowa, where he will handle the Indian. His contract with the Hendee Company calls for 100 machines. The La Crosse M. C. gave him a farewell party, at which time he was presented with a gold stick-pin and cuff buttons.

FREED IS BUSY

A. Freed, distributor for the Thor on the Pacific Coast, states that business is 60 per cent. better than it was last year at this time. He is receiving numerous advance orders for 1914 machines and has closed a number of new sub-agencies.

George F. Buell, of Sacramento, Cal., who was formerly engaged in the motorcycle business, has been appointed to a position on the local police force and expects to become a member of the motorcycle squad.

"EXCELSIOR SMOKE"

"Excelsior Smoke" is the name of a booklet issued "every once in a while" by the Saufley Supply Company, 624 East Fifteenth street, Kansas City, Mo. The quoted subscription price is "You're Welcome." The little book is neatly gotten up and contains interesting accounts of some of the more important motorcycle events in which the Excelsior has played a prominent part of late. It also embodies considerable information of value to Excelsior riders.

PFLEIGER MAKES IMPROVEMENTS

John Pfleiger, of Brooklyn, N. Y., Merkel distributor for Long Island, has completed improvements on his salesroom and repair shop at 1604 Bushwick avenue, and is preparing for another busy season. The repair shop has been considerably enlarged so that it will be possible to keep this department entirely distinct from the other branches of the business, and thus insure more prompt and efficient service. Pfleiger states that he will carry a complete stock of Merkel models and repair parts.

MUELLER'S PARTS CABINET

One of the interesting features found at the headquarters of L. J. Mueller, of Cleveland, Ohio, distributor for the Indian in Northern Ohio, is a home-made cabinet of 100 drawers. The drawers, which are 6" by 6" by 14", are made from lumber obtained from motorcycle crates. The cabinet makes an excellent container for motorcycle parts, and its fine finish speaks well for Mueller's ability as a carpenter.

COUPE RENEWS CONTRACT

J. F. Coupe, of Utica, N. Y., announces that he has renewed his contract with the Pope Manufacturing Company for 1914. He recently leased a centrally-located three-story building which he is now having remodeled. The new building contains a large and attractive salesroom, and an equally large and well-equipped repair shop.

CLINTON HENDERSON AGENCY

William E. Tripp, proprietor of the Clinton Cycle Company, Clinton, Ia., has taken the agency for the 1914 Henderson. He opened a store at 203 Seventh avenue on December 10 and has stocked a full line of parts and accessories in addition to his display machines. He will have the distinction of having the first F. A. M. repair shop in Clinton county.

HANDLING INVADER OILS

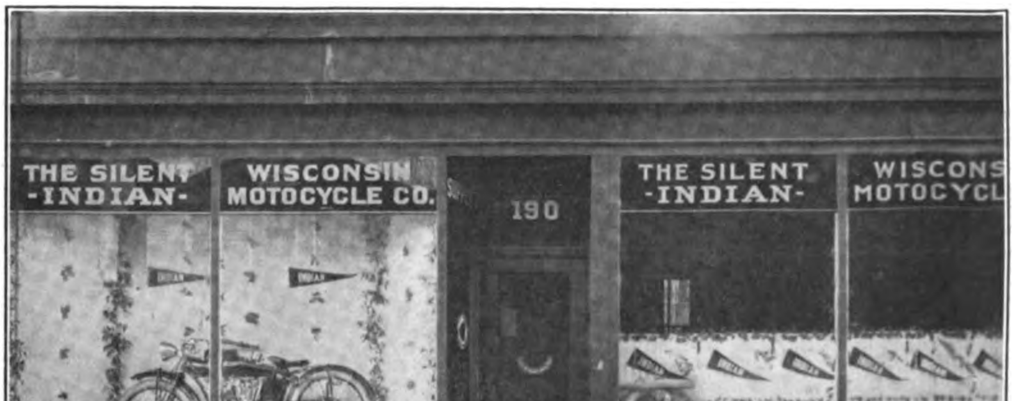
It is announced that the Electric Appliance Co., of New Orleans, La., will handle the complete line of Invader oils throughout its territory, which includes Mississippi, southern Alabama, and the western coast of Florida.

ENLARGING MOTORCYCLE AGENCY

A contract for the remodeling and enlarging of its quarters has been awarded by the Schenectady Welding Company, agent for the Pope in Schenectady, N. Y. The company already has a spacious store on Union street, but its steadily increasing business has necessitated the changes that are now being made.

ATTRACTIVE WINDOW DISPLAY

The accompanying photograph shows a recent seasonable display of the Wisconsin Motorcycle Company, Indian dealers in Milwaukee, Wis. These tastefully arranged show windows attracted much attention and proved business-getters.



Attractive Window Display of the Wisconsin Motorcycle Co., in Milwaukee.

MOTORCYCLES
DEALERS
SUPPLIES, ETC.

MORE ROOM NEEDED

Guy W. Campbell & Co. Move Into New Quarters in Waterloo, Iowa, and Campbell Also Launches Another Establishment.

On January 1, Guy W. Campbell & Company, 304 West Fourth street, Waterloo, Iowa, moved to their new quarters at 181-183 Bridge street. Campbell & Company are distributors for the Indian and also do a large business in sporting goods. During the last year their business increased so rapidly that present location was found inadequate.

The new store will have a floor area of 5,000 square feet. This will enable the company to display a large line of sporting goods and bicycles in addition to motorcycles. The new store has a frontage on one of the principal streets of Waterloo, and the company has put up a large electric sign that can be seen from a distance of one mile. The firm has contracted for 700 Indian machines for 1914.

Guy Campbell has opened a store at Cedar Rapids, Iowa, with Edward Meiseloof, of that city, as his partner. They will operate under the name of the Campbell Company. Meiseloof will have charge of the new store, which will carry a stock similar to that of the Waterloo store. The new company is capitalized at $4,000.

A ST. PAUL ESTABLISHMENT

In the accompanying photograph is shown an interior view of the headquarters of the Autocycle Company, 518 St. Peter street, St. Paul, Minn. The Autocycle company's store is said to be one of the finest motorcycle establishments in the Northwest. The company handles the Reading-Standard and Flying Merkel motorcycles, Greyhound sidecars and a large line of bicycles and supplies.

NEW MADISON AGENCY

Madison, Wis.—The Motorcycle Sales Company has been formed here by Newman Ester, A. G. Aldrich and J. E. O'Connell, with headquarters at 128 State street. The store was opened November 10. The company has contracted for the 1914 Indian agency in Dane county and vicinity.

VINCENT BROTHERS BUILDING

Vincent Brothers, the motorcycle dealers of East 105th street, Cleveland, O., have let contracts for the building of a motorcycle garage and supply store on a lot recently purchased at St. Clair and East 106th streets. Construction work has already been started on the building, which will be a one-story brick structure, 40 by 100 feet.

TRENTON COMPANY EXPANDS

The Howard Cycle Company, of Trenton, N. J., has made arrangements to move to a new store which will afford three times the floor area of the present headquarters. Special care has been taken to provide fine display facilities in the new store front. The Howard company has the Flying Merkey agency in the New Jersey capital.

IOWA CITY DEALERS

McFadden & Cole, motorcycle dealers of Iowa City, Iowa, recently moved into larger quarters, at 115 Iowa street. They will represent the Indian and Excelsior.

Stanley T. Kellogg, Excelsior distributor, has appointed Howard D. Hendrick, of 155 Howard avenue, Brooklyn, as the agent to handle the Excelsior line in the Bushwick avenue section of Brooklyn.

Up-to-Date Store of the Autocycle Co., in St. Paul, Minn. See Item Above.

DISTRIBUTING THE THOR

The headquarters of Albert H. Schuetze, 1206 Washington street, Manitowoc, Wis., is shown in the accompanying picture. Schuetze is distributor for the Thor and his territory includes Manitowoc, Kewaunee and Door counties. He writes that business this year has been very gratifying and that the outlook for 1914 sales is bright.

THE MERKEL IN NEWARK

The Belmont Cycle Co., Broad street and Millville avenue, Newark, N. J., has contracted to handle the Merkel line for 1914. The company has received its demonstrator and already has its sales staff busy. The ruling spirit of the Belmont company is F. E. Snell, who is credited with having a speaking acquaintance with nearly every motorcyclist in Newark and vicinity.

POINTERS FOR RIDERS

The following pointers for motorcyclists are forwarded by Laurence N. Acord, of Chillicothe, Ohio:

"When it becomes necessary to replace worn piston rings in any motor having a bore of 3 21/100 inches, the best means of getting a tight fitting ring is to cut down a ring of greater width, which has been used in a larger motor. A new ring is rarely a perfect fit, owing to the fact that the slots in the piston are nearly always worn sideways. In a motor of the above bore, Harley-Davidson rings may be used to advantage, and almost any motorcyclist can cut the stepjoint back and file the width down until the ring fits his motor perfectly.

"A very satisfactory method of making a crankcase oil-tight is to coat each face with common yellow soap. This should be applied to the entire contact surface. Soap may also be used as a packing between the crankcase and the cylinder.

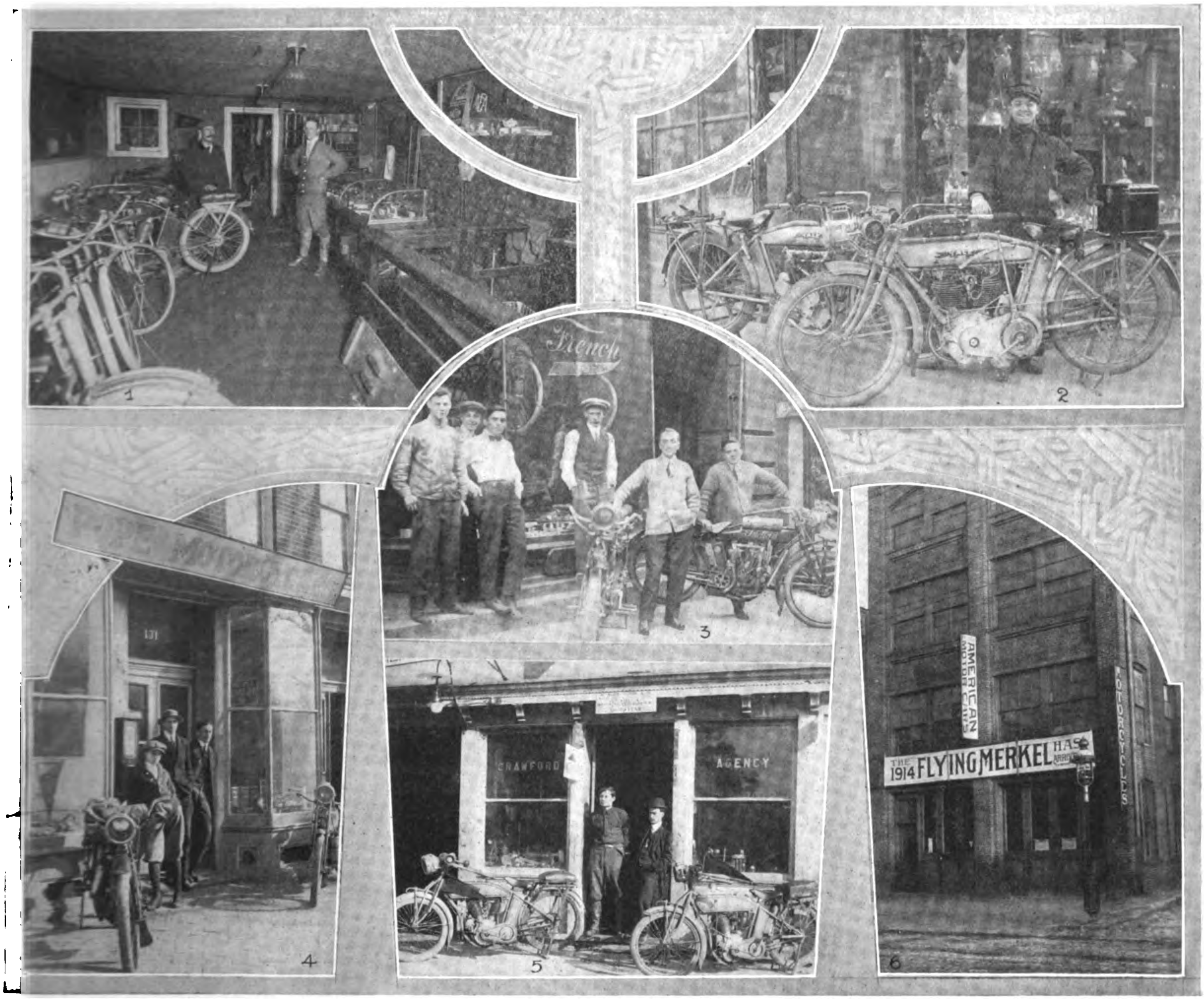
"In the event of an automatic intake valve giving trouble, it is a good plan to weigh the pressure of the spring on a scale. On a four horsepower model the tension should be about four pounds. When the tension is less than this, the gas will often blow past the intake valve, while a tension over four pounds is apt to cause the piston to take only a partial charge with the result that the motor does not give sufficient power."

FILES BANKRUPTCY PETITION

The Cincinnati Motordome and Amusement Company, of Cincinnati, Ohio, has filed a petition with the Federal Court at Covington, asking that the company be adjudged bankrupt. The petition gives a long list of creditors, the largest among them being the Tennessee Coal & Lumber Company. The schedule shows assets amounting to $13,352.82 and liabilities amounting to $14,546.75.

SCENES OF TRADE ACTIVITY IN BALTIMORE

Brief Sketches Dealing With the Motorcycle Agents and Their Places of Business



BALTIMORE, MD., boasts thirteen motorcycle agencies. The majority of the dealers are young men, while Howard A. French and F. W. Sandruck are the veterans. Picture No. 1 in the photographic layout appearing on this page shows the interior of the Dayton agency, conducted by Merryman & Robinson. They have represented the Dayton for about a year, and their territory includes the entire state. The shop is at 1920 North Charles street.

No. 2 shows Edwin A. Holofcener, in front of his store at 426 North Gay street. Holofcener has been handling the Yale for about a year. He is in business with his father and announces that they will soon have completed a new store front that will permit of an effective window display. He is one of the organizers of the new Baltimore Motorcycle Club.

Howard A. French is not only Indian agent in Baltimore, Washington and a number of Virginia counties, but is also an active worker in the F. A. M., being a director of the Federation. His Baltimore store, which is located at 304 West Baltimore street, is shown in picture No. 3. Chic Thomas, the retired champion of Maryland, who is now sales manager for French, is seen in the picture standing beside a machine with one hand in his pocket.

No. 4 shows the headquarters of the Fulton Motor Company, which has handled the Pierce for a number of years, and which recently added the Pope to its line. J. H. Bokemeyer, the proprietor, is seen without a hat standing in the doorway. His store is located at 131 North Fulton avenue.

W. Wilson Southard & Company, whose headquarters is seen in picture No. 5, are located at North avenue and Pulaski street. Mr. Southard, appearing at the left in the picture, has met with considerable success in distributing the Crawford. He also has the distinction of being an inventor, having recently perfected a flying machine.

No. 6 shows the headquarters of F. W. Sandruck & Sons, 915 North Howard street. The Sandrucks formerly held the agency rights for the Flying Merkel, Excelsior and Emblem, but are now handling the Flying Merkel exclusively. The sons are Clayton and Irvin, the former being a fairly successful racer. The Sandrucks are also dealers in automobiles.

The first picture in the second photographic layout shows the storefront of the Clark Motor Company, which is located at 605 West North street. Alfred A. Clark is manager of the company and, assisted by his two brothers, is building up a big Henderson business

Excelsior interests in Baltimore are taken care of by the Maryland Cycle Company, 228 South Broadway, the store being shown in picture No. 2. J. T. Nechamkin is manager of the company, and states that he has not been able to devote as much time to pushing the motorcycle during the past year as he would have liked to, but that he will make up lost time in 1914.

Gus (left) and Bert Heinz, of the Heinz Motor Company, are seen standing in the doorway of their store, in picture No. 3. They represent the Harley-Davidson, having obtained the agency for this machine more than a year ago. They have succeeded in placing the Harley-Davidson in an enviable position among motorcycles represented in the Maryland city, and expect to sell 200 machines during the current year.

Headquarters of the Frederick Tiemeyer Motor & Supply Company, 1401 East Eager street, appears in picture No. 4. Tiemeyer is the present champion motorcycle racer of Maryland, and until recently was identified with the French establishment. His store is located in the residential section of the city, but he has found so great a demand for the Jefferson since taking the agency for this machine that he is making arrangements to move into new quarters in the business district. Tiemeyer is shown in the picture.

The Randall Manufacturing Company, 28 South Charles street, handles the Reading-Standard. William D. Randall, Jr., founder of the company, is popular as a racer. His partner, H. Evans Smith, who is seen in the fifth picture, only recently became connected with the firm, having purchased the interest of David W. Bridges, Jr.

A. L. Wilson is a unique figure among the Baltimore dealers. He has represented the Iver-Johnson for a little more than a year and his business has been good. Mr. Wilson is a veteran in the two-wheel game, but has specialized in trick bicycles. He has turned out machines of all kinds for some of the most famous trick riders performing on the stage and in circuses. His shop is located at 408 North Front street.

Joe Wiesenfeld, the Thor agent, is located at Baltimore and Howard streets. He conducts a large sporting goods and novelty store and employs Herbert Vetter as manager of his motorcycle business. He is building an addition to his store, and when it is completed he will establish a large motorcycle department on the first floor. At present he is so cramped for space that he is unable to even display the machine he represents, for which reason no picture of his establishment is shown at this time.

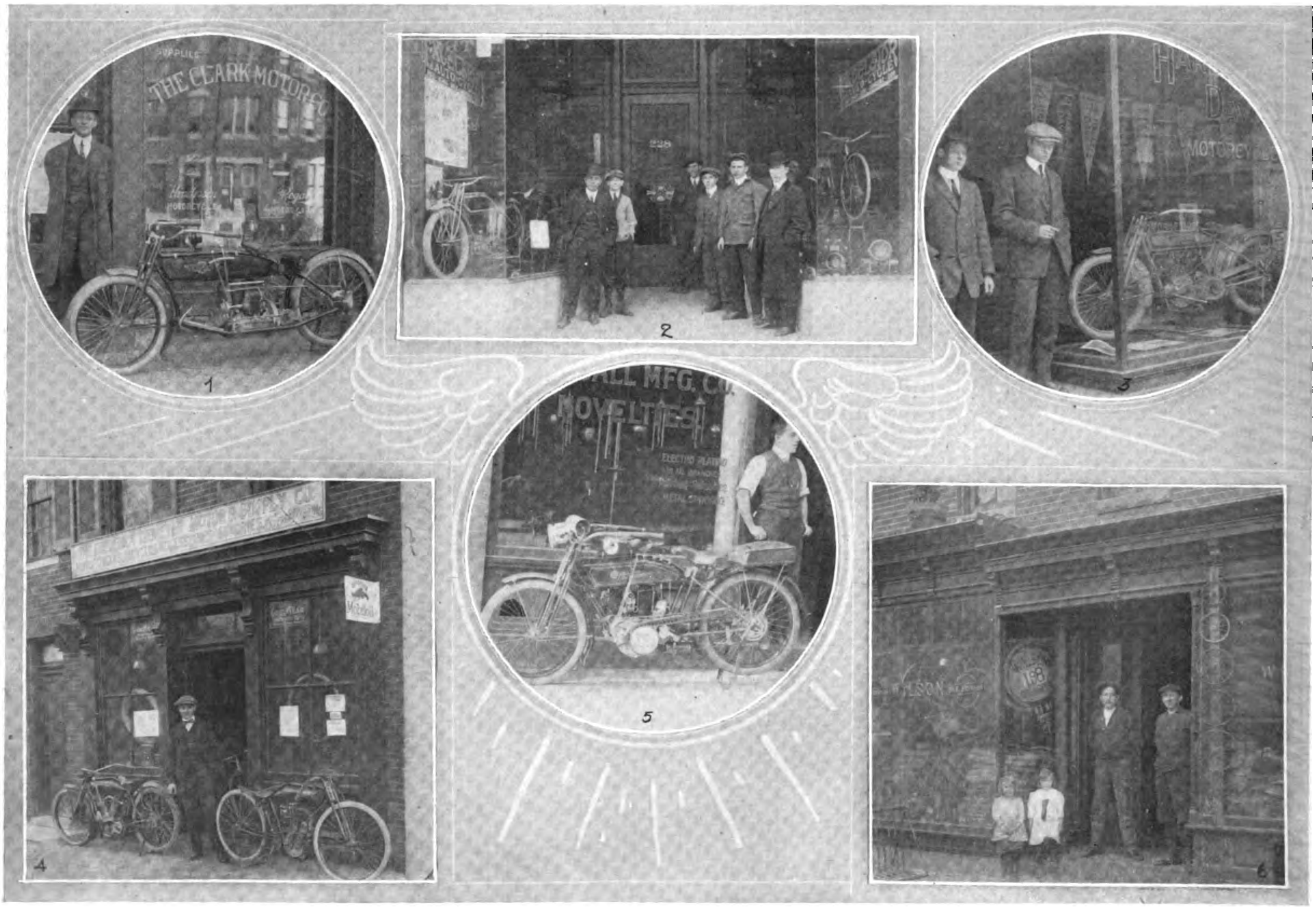
"HARE AND HOUND CHASE"

Members of the Motorcycle Club of St. Louis, Mo., recently gathered at the club headquarters in large numbers on the occasion of the annual election. The following officers were chosen to serve during the 1914 term: C. A. Newman, president; Frank Greenfield, vice-president; J. Sommers, secretary; George Peach, treasurer; Al. Zeibig, captain; Harry Graff, lieutenant; Edward Jones, sergeant-at-arms; P. G. Kennett, director for two years; W. W. Oster, director for two years, and August Kern, director for one year.

On Sunday, December 14, the club held its annual "hare and hound chase," which was won by W. F. Oster on a 1914 two-speed Indian. Thirty riders were on hand at the start, which was made from the Clayton Court House. The "hares" (Messrs. G. Peach and J. S. Ellis) started at 9:45 a. m. and the "hounds" in charge of R. R. Steele, captain, left at 10:00 a. m. The "hares" proceeded along a course, known only to themselves, and dropped confetti at each turn they made in order that the "hounds" could follow the trail. After riding two hours the "hares" were supposed to hide within 100 yards of a red flag which designated the finish of the trail. Fifty minutes after the start of the chase the winning "hounds" had caught both "hares" who had covered about 40 miles.

MOTORDROMES FOR CANADA

That Canada is in for a motordrome boom is now assured. Preparations have been made for the erection of tracks in Toronto and Montreal, and it is quite probable that there will be two saucers in the latter city. George I. Kreamer, the track promoter, made a proposition to the Toronto M. C., whereby the club was given an opportunity to hold the controlling interest in the Toronto track. The club did not accept the proposition.



More Baltimore Dealers and Their Establishments. See Article on Preceding Page and Above.

SPEEDWAY FOR CALIFORNIA

Paul Derkum Used Aeroplane on Scouting Trips and Found Ideal Site

Paul Derkum (at Left) and Aviator Martin, in the Latter's Aeroplane.

LOS ANGELES, CAL.—A few months ago the $150,000 motordrome at Playa del Rey, on the sea near Los Angeles, was about one fourth destroyed by fire. It was fifty feet wide and banked at the same angle all the way. To stop the blaze, there being no fire protection, it was necessary to blow up sections on each side of the fire. Now there is a big section missing on the north side that will never be replaced. During the past month the Indian company got permission to build a narrow strip in the vacant place wide enough for Balke to try for records.

For several months Paul Derkum, the motorcycle racer and promoter, has been quietly working with the Western Automobile Association, which is made up mostly of Los Angeles millionaire sportsmen and which promotes all auto racing in the Southwest, co-operating with the A. A. A. It was decided to build a speedway that would be better than the one at Indianapolis and that will serve to keep all world's records in Southern California.

Glenn Martin, the Santa Ana aviator and designer, and builder of hydro-aeroplanes and war craft, was formerly interested in motorcycles and automobiles and is still fond of going fast on the ground as well as in the air. Derkum and Martin went hunting a desirable site for the new speedway in Martin's military tractor, which will carry five passengers and holds the American speed and altitude records with passengers. This is the aeroplane in which Martin tours all over Southern California, taking his friends along the same as in his automobile.

Derkum and Martin sailed over the San Gabriel Valley and finally agreed upon an ideal site near Lordsburg, where the motorcycle boys hold occasional meets on a mile flat track. Here was a location close to the City of the Angels, with its half million population, and to the eleven cities of the San Gabriel Valley; it is connected by three railroads and a great trolley system with the six beach cities, the three cities of the orange belt and forty other towns within an hour's ride.

The oval course will be two and a half miles in circumference, seventy feet wide and banked all the way. Derkum laid out and supervised the building of the mile flat track at Bakersfield, which has had broken records at each meet, and with his motorcycle track building experience in Los Angeles and Newark (N. J.), he is fitted to take full charge of the planning and building of the new speedway, which will be financed by Los Angeles capital. It will cost nearly a quarter of a million.

In addition to being used for both motorcycle and automobile racing, it will also be an aviation park and will be used part of the time by the motion picture people and for broncho busting, steer lassoing and similar sports known as Rodeos.

Paul Derkum, after choosing the site was asked by Glenn Martin, the aviator, if he was game for some dare-devil stunts in the air, including the dip of death, with a sheer drop of 3,000 feet, some figure eights and such stuff. All Derkum said, as Martin tells it, was "shoot, kid," and Martin asserts that he never had an air pilot with him in all his work who was as cool as Derkum.

LOS ANGELES NOTES

A race meet was programmed for the Lordsburg oval, Christmas Day, but the rain made it impossible.

Balke has been training regularly at Playa del Rey for records and has got so he can ride the narrow strip of track over the burned space at top speed. This break is about a quarter of the mile. He has two of the eight-valve Indian motors and one machine and has been trying both motors.

The Sunset Ramble of 1914 is being constantly talked about and scores of riders are already planning to take part. By the time it starts, in June or July, there will be few poor roads on the 500-mile route to San Francisco from the start at Los Angeles. It is expected that Charles Fuller Gates, who is an authority on the old missions and landmarks along the route, will again be tourmaster and make everybody happy with the local history as they journey along. This route is the oldest road on the American continent still in use and is known as El Camino Real since 1769, when first blazed by Gaspar Portola and his Spanish conquistadors. Fourteen of the twenty-one old missions will be visited on the Sunset Ramble and there is talk of taking ship from San Francisco to San Diego and riding the 140 miles from there to Los Angeles.

Both the Los Angeles motorcycle motordromes are passed forever. The first one, known as the Coliseum and opened in 1909, has been removed completely, while the owners of the land on which the Stadium was built two years ago, have decided never to restore the surface again, although some such plan was considered a year ago. In future, motorcycle racing will probably be held at the new Pomona speedway, 30 miles east of Los Angeles.

There is talk of building several temporary half-mile flat tracks along the Sunset Ramble route for 1914 for race meets during the tour. The races will be arranged similar to the program on the Kansas Short Grass Club tours.

Wells Bennett, the Kansas racer, who was captain of the Detroit Motordrome team last summer, is spending the winter in Los Angeles and getting a Pope racer developed by E. W. Hoag, the veteran "tuner."

C. Will Risden will soon move into his own brick building on Auto Row, having spent nearly $70,000 in building a permanent Indian store and repair shop. It has a 50-foot frontage on South Olive street, and is 150 feet deep.

C. L. Smith, who has progressed in a few years from a "hole in the wall" to a large wholesale business, is now located in a roomy establishment.

The Los Angeles Motorcycle Club has held its every-other-Sunday run without a miss in years. Probably this club has an older record in all things than any other American club, having promoted the first exclusive motorcycle races in this country.

5,000-MILE BUSINESS TRIP

After completing a recent business trip which extended over a period of five months and took him into several states, J. F. Johnson, of Frederic, Iowa, is enthusiastic over the service his motorcycle gave him. He states that this was one of the most satisfactory trips he has ever made, owing to the fact that he was independent of the railroads and could stay in a town as long as business required, leaving whenever he was ready.

COVERS ENTIRE STATE

V. S. Ballard, of Bowie, La., a special representative of a casualty company in New Orleans, uses his motorcycle to good advantage. His duties take him over practically the entire state, in many parts of which there are no railroad facilities and where the roads are nearly impassable for an automobile or wagon.

SOUTHERNER ON LONG TRIP

Paul A. Corney, a popular Southern sportsman, is shown in the accompanying photograph, which was taken in northern Wisconsin as Corney was about to start on a trip to Galveston, Texas. The picture was forwarded by John Claassen, Jr., of Weyan Wega, Wis., who states that Corney left northern Wisconsin on his Harley-Davidson single recently and expected to reach Galveston fifteen days later.

The Sidecar as a Dealers Asset

By B. A. Swenson

THIS article is a timely and instructive addition to Mr. Swenson's treatise on "The Art of Getting Business and Holding It," which appeared in the last issue. Its authoritative source renders it doubly valuable for those who aim to make the most of the sidecar's trade, as well as recreation, possibilities.

MY long experience in the trade field convinces me that a machine with sidecar attached should be found in every well-equipped motorcycle establishment, for reasons which are not hard to find. The uses of such an outfit are so numerous, the results so satisfactory and the entire cost so small that I believe every wideawake dealer will agree with me in saying that it is a good investment. The sidecar outfit is a business-getter for the agent or distributor; it helps to show what the motorcycle can do and thus breeds public confidence in the two-wheeler. Besides, it offers the most logical means of demonstrating a machine; if the dealer has a sidecar in readiness for service at all times he can create a most favorable impression upon a prospect, and incidentally he can win over many of the veteran motorcyclists who are becoming inclined toward the purchase of a passenger attachment.

I can cite numerous instances where the motorcycle could not have been sold if the buyer had not been able to obtain a sidecar with it. There is a growing tendency to take a companion on motorcycle outings, and the sidecar fills the bill. Let the dealer also remember that the sidecar is a valuable adjunct to his repair business. Many times it is necessary for a dealer to go out on the road to bring in a damaged machine, and if he can carry an assistant and a coil of rope in the sidecar his work is greatly simplified.

An Asset Not to Be Overlooked

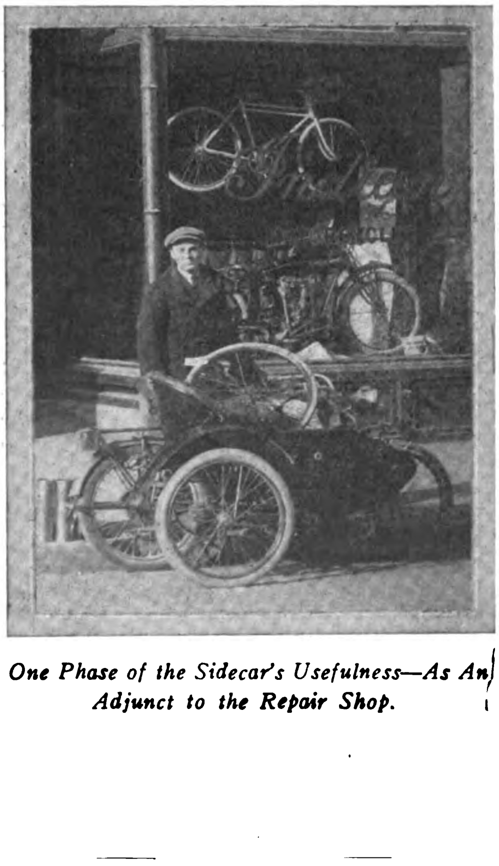
A great many motorcycle dealers are handicapped with reference to handling sidecars because their places of business are small, and do not provide the floor space necessary for carrying sidecars in stock and attached to machines. If their shop is entered by an ordinary doorway they will also find it impossible to get a sidecar outfit in or out, but for their benefit let me state that the sooner they make changes and provide for handling sidecars and catering for the additional trade the better it will be for them. They should keep in mind that the cost of a good sidecar is small, and that nearly everyone who can afford to buy a motorcycle is also a prospective purchaser of a sidecar. If the dealer makes the most of his opportunities it won't be long before he will find that 25 per cent. of his business involves sidecars. It is surprising how many people (some of them able to have an automobile, if they so desired) are now turning to the neat and efficient sidecar.

Personally, I must say that I have never enjoyed any trip more than the one to the F. A. M convention at Columbus, Ohio, when Mrs. Swenson accompanied me as my sidecar passenger. During the summer just past we made a long tour into the White Mountains and came home along the coast of Maine, and despite various obstacles which had to be overcome we enjoyed every mile of the trip. We are already laying out plans for a long sidecar tour to be made during the 1914 season, and it is likely that we will head for Delaware Water Gap. From that point we can make side runs to many points of interest.

The Sidecar Makes Friends

Many are the visitors that I have driven about the streets of Providence in one of my sidecar outfits. A. B. Coffman, one of our best-known trade boosters, complimented me not long ago upon the behavior of my machine when I took him for a sidecar ride over our famous College Hill. In fact, I never miss an opportunity to take out a friend, whether he is a motorcyclist or not. If he is not a rider I know of no better way to bring him into the ranks than through the fascinating medium of the sidecar.

When a new rider comes in after a motorcycle you can't expect him to jump into the saddle and pick his way through city traffic, and there is where the sidecar comes into service again. Take the recruit out as your sidecar passenger, and when you reach a fairly clear road exchange places with him and let him drive the machine. This gives him confidence, and as you sit in the sidecar you can instruct him to the best possible advantage. If you can't find time to go out yourself send a man from the shop, or some motorcyclist who happens to be at hand. This plan always pleases the new rider, and before he returns to your place of business he will not only be satisfied with his motorcycle, but he will be thinking good and hard about buying a sidecar.



One Phase of the Sidecar's Usefulness—As An Adjunct to the Repair Shop.

An Appeal to the Sportsman

For the rider who loves fishing or hunting the sidecar is almost indispensable. If he really catches any fish, the sidecar will come in handy to carry them home, and if he doesn't catch anything he can always have a congenial companion with him in the sidecar to keep up his spirits. In winter riding (a rapidly growing pastime, by the way) the third-wheel attachment always comes in handy. It is easier to travel over ice-covered roads with three wheels under you than with only two, and the extra weight also helps to steady the outfit in slippery going.

Some of the people who question the value of the sidecar would no doubt have been interested if they could have seen the number of passenger outfits lined up along the roads throughout this state during the recent chestnut season. Wherever chestnut groves were to be found you could also find sidecars—many of them. The whole population of Rhode Island is only 350,000 and when I state that I have sold 125 sidecars during the last twelve or fifteen months, it will be seen that there is no lack of interest in my section of the state. I expect these sales to be greatly increased during 1914.

One of the reasons why my sales have been very good is that I am a full-fledged sidecar enthusiast myself. I enjoy my sidecar trips hugely, and my whole family feels the same way about the third-wheeler.

In Parcel Post Service

Since the parcel post system went into effect the sidecar has proved a great help to me, and has aided in developing my business. My salesroom is some distance from the post office and packages to be forwarded by parcel post have to be delivered at the central office here. As my mail order business is constantly increasing I have to make frequent trips to the post office with packages, and I always use the sidecar. I pride myself on the prompt service I can give, but as a matter of fact much of the credit should go to my sidecar outfit; without it I should be sorely hampered in getting my shipments out on time.

Here's another way in which I utilize the sidecar in my business. I carry from six to ten Prest-O-Lite tanks in stock in order to give prompt service in that direction also, although there is a Prest-O-Lite branch here in Providence, and it is the usual thing for one of my assistants to collect the empty tanks each morning and take them to the local Prest-O-Lite branch to have them exchanged for full ones. When a patron comes in for a new tank I am able to supply him out of my stock, and then by returning the "empties" promptly to the local branch I keep my supply replenished. The tanks are taken to the Prest-O-Lite branch in a sidecar and the full ones are brought back in the same way. This may seem a small matter, but let me state that it is no small item in the season's business.

We also do quite a large bicycle repair business and when it is necessary to call for a bike we run around with the sidecar, pick up the two-wheeler and cart it back to headquarters. When the repairs are completed we return the machine in the same way.

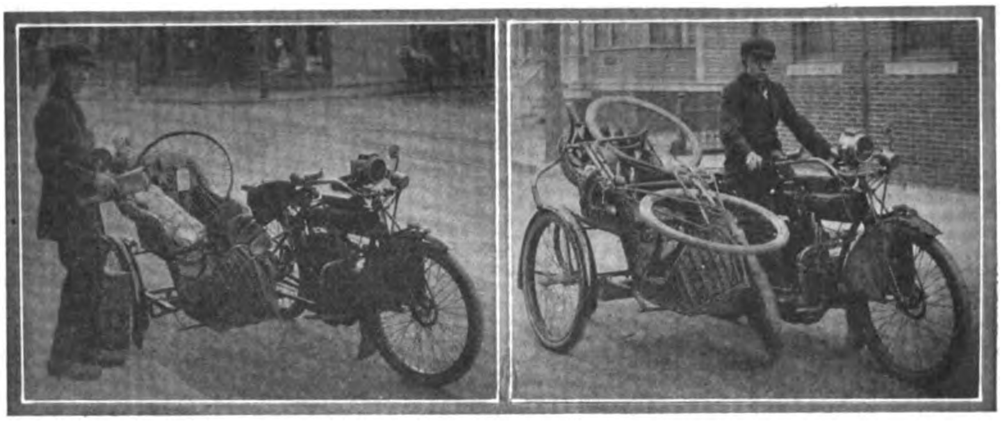
Sidecar to the Rescue

One day I had a telephone call from a middle-aged rider who had run into a piece of bad road and taken a spill. He explained that his 4 h. Indian had a broken pedal and a bent crank and that he had been jolted in the fall so that he did not feel equal to riding the machine home. He asked that I send someone out to make repairs and ride the motorcycle back to the city. Well, I hustled out the sidecar outfit, picked up a rider who happened to be at hand and started for the scene of the trouble. We made repairs and the middle-aged chap returned to town in the sidecar while the other rider, who had been my passenger on the way out, rode the single motorcycle back home. The whole operation consumed less than an hour, and the way we handled it scored a hit with the owner of the damaged machine.

Some time ago I undertook to sell a motorcycle and sidecar to an old bicycle customer, 72 years old. He hesitated and one day I happened around at his home and took his wife out for a little spin. Result: Next day I received an order for a two-speed motorcycle and a sidecar, fully equipped. I have had several other cases along the same general lines. This patron would not buy a solo motorcycle, because he was too old to handle one (and I would not attempt to sell him a single machine, of course), but when it came to a sidecar combination I knew he could handle one safely and did not hesitate to make a recruit of him.

How Another Sale Was Made

A young man of my acquaintance was using a 4 h. machine when I began to "talk sidecar" to him. He invited me to call around and take his wife out for a short trip, and when he made an appointment for a certain afternoon I was on the job. A day or two later I received an order from the young man for a sidecar. That was last year. In the spring of the current year the young man decided that he needed a twin machine to get the best results from his sidecar, so I sold him another mount. This second sale would not have been necessary except for the sidecar.



Two More Photos Which Tell Their Own Story of Service-Giving.

Here's an interesting case. A young enthusiast wanted a motorcycle, but did not possess the money with which to procure one. His mother-in-law was an invalid, and he suggested that a sidecar might be just the thing to enable her to take regular airings. I took the lady out for a run through the park one day and before we had traveled three miles she leaned over and informed me that she was enjoying the outing hugely and that she would send her son-in-law around to buy a machine and sidecar. She furnished the money, and needless to say the young man lost no time in picking out a motorcycle and the sidecar to go with it.

How Recruits Are Made

One day a man dropped in at my place and stated that he was somewhat interested in motorcycles and sidecars as he thought of getting one for the next season. He informed me that he was married and had one kiddie. Well, I asked him if I could not take him home in my sidecar, but he answered in the negative. I was insistent, however, and explained that I had to do an errand which would take me past his house, and that he might as well jump in. He did, and before we reached his home he asked if I had time to take the "Missus" for a little ride. I had the time, of course, and the lady was as well pleased as her husband had been. She wanted a machine and sidecar without further delay. Although I had never met these people before I received a deposit from them on Saturday (our trials had been held on Friday) and the following Tuesday they received their twin Indian and the sidecar outfit. It is a dead certainty that this sale never would have been made but for the impression created by the sidecar. What's more, I would have missed my opportunity if I had not been ready to take my sidecar outfit out on a moment's notice. I find that it pays to keep it ready for business at all times.

Aside from pleasure service sidecars are being used for all kinds of work in and about Providence. One rider here makes a business of sharpening saws for the various meat markets, and he makes the rounds with his sidecar, collects the saws and then returns them in the same way after they have been sharpened. Another enthusiast uses his sidecar to carry produce from a truck farm (14 miles outside the city) to his city residence. New methods of adapting the sidecar outfit to everyday service are cropping out on all sides and every one of them is a new argument in support of my claim that the wideawake dealer cannot get along without paying attention to the sidecar trade. It's well worth while.

CLEANING DRIVE CHAINS

To clean and lubricate drive chains, wash them thoroughly in gasoline and brush well to remove the dirt. Then, without wiping off the gasoline, lay the chain down and touch a match to it. This has the effect of thoroughly heating the chain while getting rid of the gasoline. While chain is warm, run a thin oil (not motor oil) along the chain. The warmth of the chain renders the oil more fluid, and it penetrates inside the rollers where it is needed most. This treatment can be given in a very few minutes, and has the advantage of keeping the chain oiled and perfectly clean.

ADVOCATES MOTORCYCLE PATROL

Owing to the recent lawlessness which has prevailed in the vicinity of Bow and Derby Creeks, District Attorney Hannum, of Delaware county, Pa., has strongly advocated the establishing of a motorcycle patrol. Mr. Hannum believes that officers mounted on motorcycles could protect residents of this section much more effectively than the present watchmen.

TO IMPROVE MARYLAND ROADS

Baltimore, Md.—The legislature of the state of Maryland is contemplating a $5,000,000 bond issue, to be used in extending the present good roads work. The purchasing of private roads is also under consideration, and if this is accomplished it will eliminate the toll roads, now a bane of motorcyclists. Motorcyclists and autoists are strongly supporting the measure.

ADVOCATE LARGER NUMBER PLATES

A movement is on foot in Massachusetts to compel motorcyclists to equip their machines with larger number plates. The advocates of this measure contend that with the present size of plates it is difficult to determine the number of a speeding machine.

HIGHEST BID WINS

B. L. Bargar, director of public safety of Columbus, O., recently opened bids for eight fully-equipped motorcycles. The contract was awarded to the C. E. Barr Motorcycle Company, which handles the Indian.

DATA ON THE FINE ART OF SIDE-SLIPPING

How to Reduce Danger of Slipping to the Minimum And What to Do, If You Have Time, After the Wheel Starts Cavorting; Even Running is an Essential

By
Murray
Fahnestock

SKIDDING is an art only when it is done gently, if done otherwise it is more than likely to result in an accident. It is not the difficulty of keeping warm so much as it is a due regard for this ever-present menace that prevents many riders from using their machines all winter. Skidding has been the bane of many riders and it is not alone the fear of personal injury, but the knowledge that a fall may result in a large repair bill for the motorcycle that deters many riders from the delights of a bracing ride in frosty weather. Pride may or may not precede destruction, but it is certain that a skid very often precedes a fall.

The motorcycle is less apt to skid than an automobile because there is only one rear wheel on a motorcycle. It is the uneven application of the brake or of the power to the rear wheels of an automobile that is the cause of many skids. Also, if one of the front wheels of an automobile meets an obstruction in the road, there is a tendency for the automobile to swing around this wheel as a pivot and this causes more skids. The single rear wheel of the motorcycle, being in a direct line with the front wheel, makes this cause of skidding impossible for the motorcycle of course. In few cases is the value of prevention over cure more forcibly illustrated than in the case of skidding, so it may be well to consider some of the causes of skidding, with a view of avoiding them.

The most prominent cause of side-slip and skidding, naturally is a slippery road surface, which in winter may be due to ice or snow. Tire chains are most effective on ice when they are so small and have such sharp edges that they cut into the surface of the ice and so obtain a good grip. Rope is also fairly effective until it becomes coated with ice. But snow is comparatively easy to ride through and does not cause much skidding as long as it is fairly smooth and there is no ice beneath. If there is ice under the snow, then look out for falls. It is generally better to ride through the untraveled snow than to attempt to ride in the ruts made by other vehicles. In short, insufficient frictional contact between the wheels and the road is the most prolific cause of side-slip.

Conditions Which Invite Side-Slip

A slight thaw after a frost makes the roads very slippery and requires special care. In the summer, light dust or loose gravel will sometimes start a skid, but this seldom happens unless the rider is going at an excessive speed. On curves and turns, the inertia of the machine and the centrifugal force may start skidding, but these forces are directly proportionate to the speed and so they too emphasize the necessity of driving slowly on slippery surfaces. The camber, or the raised center of the road, may exert a tendency for the motorcycle to slide into the ditch, if it is too near the edge, so it is better to keep near the center of the road, if there is not too much other traffic. Car tracks are particularly difficult to negotiate when they are wet, and they should be crossed as nearly at a right angle as possible. The narrow part of the street between the two car tracks is a poor place to ride, as it is difficult to cross the tracks at the proper angle from such a position. Even chains on the tires are of little value when it comes to turning out of car tracks, and the rider should watch for a sudden swerve when the rear wheel is about to cross the rail.

But nearly all of the above elements are nullified by slow speed and it is quite possible to ride safely enough over wet and slippery streets, if the speed is sufficiently reduced. Slow speed also largely eliminates the use of brakes and it is the sudden application of the brakes, locking the rear wheel and thus causing the latter to slide with equal facility in any direction that is the cause of many side slips. If a stretch of wet asphalt is seen ahead, the rider should slow down his motorcycle and release the clutch and allow the motorcycle to coast without applying the brake or making any sudden turns.

Smooth Running Is Essential

While it is true that the motorcycle will keep its balance better when traveling at a higher speed, and also that some nervy riders can speed through slippery stretches where those who hesitate are lost, yet the fact remains that the fast rider falls hard when the inevitable spill occurs. A fall from the machine at a very slow speed will not hurt either the motorcycle or the rider, but a fall at speed is an altogether different story. Sudden changes in the speed of the motor are possible causes of side-slip and also make balancing the motorcycle more difficult. The motor should be adjusted so that it will run smoothly and evenly at low speeds. The worse the weather, the better the motor should be adjusted to run. A low gear ratio is also of material assistance in bad weather riding, and changing the sprockets to obtain a lower gear ratio will often prove of value.

The value of the two-speed gear is evident for this purpose, and the fortunate rider of such a mount can engage the low gear and make steady progress through conditions that would greatly trouble the rider whose machine has not this improvement. That the clutch should engage smoothly and that the brake must not seize or take hold too suddenly, are the other essentials for bad weather riding. Progress should be steady, not in jerks. When approaching another vehicle, do not wait until the last moment before turning, as a sudden swerve may cause a slip and a collision. It is also well to slow down under such circumstances. When turning a slippery corner to the right, the motorcyclist can ride near the gutter and so take advantage of the road camber, which acts as a banking, but when turning off the road to the left this camber acts in the wrong direction and so the rider should proceed very slowly. If, when turning to the right, the rear wheel evinces a tendency to slip in spite of the camber, the tire can sometimes be made to bite through the slippery part of the surface of the road by gently letting the clutch in for a moment. When the rear wheel starts to slip leave the clutch in and shut down the motor. Apply the brakes very gently, if at all.

How to Offset Side-Slipping

In the case of any slip it is essential to keep the wheels turning, if control is to be regained, and they should be kept turning in the direction in which the motorcycle is moving. Also, turn the front wheel in the direction that the rear wheel is slipping. If the front wheel is turned in the other direction, it will oppose the motion of the motorcycle and thus act as a pivot around which the rear wheel will slip. If the front wheel should slip, turn it as if for backing the motorcycle. That is, if it slips to the right, turn it to the left. There is also the possibility, in the case of a front wheel slip, of applying the brake hard on the rear wheel, thus causing it to slip also, and by utilizing the same force that caused the front wheel to slip, it will slip in the same direction. This is supposed to keep the motorcycle traveling parallel to the direction in which it was moving, and the writer has worked it successfully once. While front slips are quite rare, they are usually so sudden that little can be done to stop them, save to fall as softly and as unostentatiously as possible, but a good rider can often bring the rear wheel back to the straight and narrow after it has been doing the Banana Glide.

Skidding and side-slipping are very hard on tires, in addition to being dangerous, and even in racing the intentional slip is but seldom used. By studying how to make the motorcycle slip, however, the best way of preventing such troubles can be learned. To slip in rounding a corner, apply the brake sharply and turn the front wheel suddenly, thus causing the motorcycle to make a sudden swerve and the rear wheel will swing around with a snap-the-whip action, if the speed is sufficient. The farther to the rear the center of gravity is, the greater this snapping action will naturally be. For this reason, the tandem attachment, if one is used, should be moved up forward as close to the rider as possible. Also the

(*Continued on page 74.*)

First Again

Frank Karslake

Who, riding a Harley-Davidson, within two weeks, won the two hardest endurance contests ever held in his section.

THIRTY-TWO riders started in the annual California Mid-Winter Endurance Contest held December 13th and 14th.

The fearful grind turned out to be so severe that 21 out of the 32 starters were out of the running before the first control was reached. Only 8 out of the 32 starters were able to score at all. Only 9 riders finished and one of these had a blank score.

Two Harley-Davidsons started—both finished—both scored, and one of them **won** the contest, scoring highest. Here's the way the different makes showed up:

Make	No. to Start	No. to Finish	Per cent. of Starters Finishing
Harley-Davidson . . .	2	2	100%
2d make	18	6	33 1/3%
3d make	3	1	33 1/3%
4th make	4	0	. . . %
5th make	3	0	. . . %
6th make	1	0	. . . %
7th make	1	0	. . . %

Harley-Davidson reliability is not luck. Harley-Davidson motorcycles are designed right and built right. Reliability is built into the Harley-Davidson at the factory and is as much an integral part of the Harley-Davidson as the motor, the frame, or any other unit.

1914 Advance Folder on Request

HARLEY-DAVIDSON MOTOR COMPANY

PRODUCERS OF HIGH-GRADE MOTORCYCLES FOR MORE THAN TWELVE YEARS

629 C STREET **MILWAUKEE, WIS.**

THE ART OF SKIDDING

(Continued from page 72.)

carrying of other heavy weights on the luggage carrier should be avoided. Moving the saddle as far forward as possible will be found to reduce the tendency towards side-slipping in bad weather. Better control can be obtained through the leverage afforded by short and wide handlebars.

Non-Slip Treads Prevent Trouble

The lengthening of the wheelbase has the same effect as moving the saddle forward, as the farther apart the two points of support are, as represented by the contact of the wheels with the road, the greater will be the leverage they will have to resist side-slipping. The various forms of rubber-studded non-skid treads are effective while they last, but unfortunately they wear smooth in time, so that it is often advisable to remove for the winter tires that have worn smooth and store them until the following summer, when they can be again used. The leather non-skid treads are good, but somewhat expensive and some of the older motorcycles do not have sufficient room between the tires and the mudguards for their use.

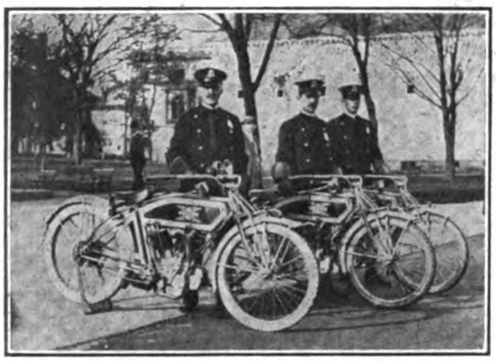
Braided sash-cord or even cotton clothes-line can be wrapped around the tire and the rim to prevent slipping, but it soon wears out and must be carefully watched to prevent frayed ends of the rope from becoming entangled in the driving chains or other running parts of the motor. The use of the rope is effective in snow and has the advantage that it does not injure the tires. It is better to apply the rope around the tire in a slanting or diagonal direction and if the position of the rope is changed each day, thus distributing the wear, it will last much longer of course than if all the wear is allowed to occur in certain spots.

Another idea sometimes used, is to cut an old tire casing into pieces about four inches long and to punch holes near the beads of these strips so that they may be fastened around the tire like a number of blowout patches. This arrangement gives good traction or driving effect, but is of little value in preventing side-slip. This method also throws a certain amount of extra strain on the spokes, which tends to loosen them, and care should be taken to attach these fastenings to the spokes as near to the rim as possible. If the motorcycle is to be much used for cold weather riding, it may be well to remove the rear tire and drill the rim for several quarter-inch stove bolts, to which the rope or chains can be fastened, thus relieving the spokes of this strain.

The lugs holding the belt-rim of belt-drive motorcycles offer a convenient place for the attachment of non-skid ropes or chains. When chains are used, care should be taken that they are made of round stock, as the stamped flat chains have sharp edges that will quickly cut the rubber tire to pieces. The conventional type of tire chains can be easily applied by hooking the connectors over a spoke and then turning the wheel forward, thus carrying the chain around the tire. The chains should be carried on the machine, when touring, as there is no telling when they may be needed.

NEW HAVEN SQUAD

The three riders shown in the accompanying photograph compose the efficient motorcycle squad of the police force of New Haven, Conn. As will be noted, the officers are supplied with Excelsior machines. Reading from left to right shown are Officers Kelly, Deegan and Tuttle. The picture was taken at the time of the Annual October Inspection on the New Haven Green.



VETERAN WANTS THREE-WHEELER

William C. Palmer, 220 West Forty-second street, New York, is desirous of obtaining information concerning a motorcycle outfit which can be operated on the old tricycle principle, steering wheel in front and two-passenger seat placed between the two rear wheels. Owing to his age and a slight lameness Mr. Palmer has decided that this is the only type of motor vehicle which will fully meet his requirements, but up to the present time he has been unable to buy one, or to obtain information as to how he can have one built. Riders who have had experience with machines of this type, or who have any information concerning them are invited to communicate with Mr. Palmer who will be deeply appreciative of any assistance given him.

TO BUILD LAKE SHORE ROAD

Governor Cox, of Ohio, recently gave his assurance to a delegation of thirty men from Cuyahoga, Lorain and Erie counties that the state would assist in the building of the Lake Shore road from Cleveland to Sandusky. The governor accepted the delegation's offer to furnish two thirds of the $700,000, the amount necessary to build the roads. The offer is made with the provision that the state supply the other third from funds raised by the one-half mill tax levy provided by the Hite law.

DEDGE PLANS 350-MILE RACE

Thomas R. Dedge, of 1329 Columbia Road, Washington, D. C., promoter of professional races, as well as a racer of note himself, is working on plans for a 350-mile road race in Washington. He writes that the event will materialize if permission to hold it can be obtained from the War Department.

SIDECAR TAXICABS

One of the latest developments in the British field which is meeting with considerable success is the introduction of the motorcycle and sidecar as a taxicab vehicle. The fare is eight cents per mile, as against the 16 cents charged by taxis. In this work the motorcycle is often called upon to carry loads of unusual weight.

Considerable interest attaches to the various outfits used for this purpose and one of the most popular and attractive is the Williamson offering. The machine has an opposed Douglas motor, which is credited with 8 h. p., and is of the water-cooled type. It has a two-speed gear and final drive by chain. The motor has a bore and stroke of 85 mm., which is equal to 3.38 inches. Cooling is by thermo-syphon, with a honeycomb radiator. Other Williamson features are the kick-starter, band brake and cone clutch. The sidecar is the Williamson "Landaulette" model with a seating capacity of three. The complete outfit is listed as regular equipment for the 1914 season.

TWO MORE INDIANS GONE

Two Indians are reported missing by the Hendee Mfg. Company. The first is a 1912 two-speed model, motor No. 75D005, which was taken from Wakefield, Mass. Any information concerning it should be sent to Morton & Co., 36 Mountain avenue, Malden, Mass.

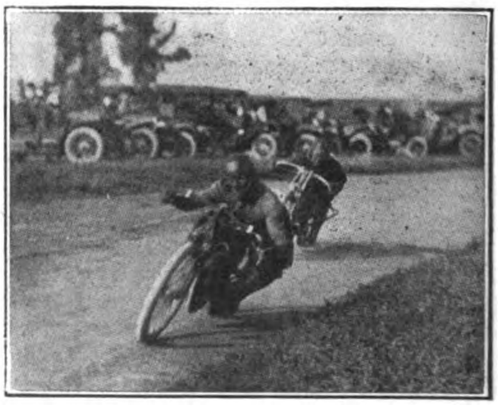
The other machine was stolen from the Howard Medical School, Cambridge, Mass. It was a 1913 twin, regular model, and the motor number was 77E470. It was equipped with Old Sol headlight and Prest-O-Lite tank. Information regarding this machine should be sent to George N. Holden, 199 Massachusetts avenue, Boston. A reward of $25 is offered for the recovery of either of the above machines.

WASHINGTON GIRL GETS LICENSE

Miss Minnie Schuerger, of 218 Ninth street, N. E., has the distinction of being the first woman to receive a permit to ride a motorcycle in the District of Columbia.

DES MOINES MOTORCYCLE CO.

Otto Gudenschwager, formerly a salesman for the Pope Manufacturing Company, has formed the Des Moines Motorcycle Company, at 606 St. Grand avenue, Des Moines, Iowa. He has taken the agency for the Indian and Henderson, and his territorial rights for the latter include Polk, Jasper, Dallas, Madison, Warren and Marion counties. Mr. Gudenschwager will take a trip through his territory to establish sub-agencies and familiarize himself with local conditions.



Payton Burke Showing the Way Home in a Recent Race on the Lordsburg (Cal.) Track.

Again

BOSCH

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Of Course

1st	Perry	Excelsior	Bosch Magneto
2nd	Jones	Merkel	Bosch Magneto
3rd	Camplejohn	Thor	Bosch Magneto
4th	Yerkes	Thor	Bosch Magneto

The Savannah Grand Prize Was a Sweeping Victory for the Bosch Magneto

AND now the fastest long distance motorcycle road race is also a Bosch Triumph, a fitting climax to a most notable Bosch season.

The supremacy of Bosch in 1913 has been emphatically proven by the scores of Bosch Victories that have been recorded—but the reliability, the wonderful efficiency of Bosch Magnetos are evidenced not only in these victories, but are particularly noticeable in the case of private owners.

Be sure the machine you buy is

—BOSCH-EQUIPT—

CORRESPONDENCE INVITED

Bosch Magneto Co., **206 West 46th Street, NEW YORK**

——OVER 99 SERVICE STATIONS TO SERVE YOU——

SANCTIONS AND RESTRICTIVE AGREEMENTS

Some Pointers Relative to the Business End of F. A. M. Racing Supervision

By John L. Donovan

Chairman of F. A. M. Competition Committee.

ARTICLE II of the F. A. M. Competition Rules being of unusual length, I have decided to consider but a part of it in this article and finish it in the next. Article II deals with the cost of sanctions and restrictive agreements. A careful reading of this article will clear up much of the misunderstanding which now seems to exist as to just how much a sanction costs for a certain kind of contest. Times without number, in receiving applications for sanctions we have found the amount sent for the sanction to be at variance with the rules. In fact, the amounts are such that I find it impossible to figure how the promoter arrives at the amount. Except for two changes in cost, which I will point out, the price for sanctions is clearly set out and it will save this office much time and annoyance if promoters will peruse the rules before sending money for sanctions.

Article II.—Sanctions and Restrictive Agreements.

Section 1. No open contest, exhibition or record trial shall be held without a sanction from the F. A. M. Application for such sanction should be made to the Chairman of the Competition Committee.

Sanctions are non-transferable and non-assignable.

Sec. 2. The charge for sanction for contests on board track shall be $25 for one meet a week, $20 each for two meets a week, and $15 each for three or more meets a week; on all other tracks the charge for a sanction for a contest or series of contests to which the public is charged admission shall be $10 for each calendar day the contest or exhibition is to be held, or $7 a day if the motorcycle meet is in connection with sanctioned automobile or other sanctioned sports. In all cases where sanctions are required, $5 of the amount shall be paid by the Chairman of the Competition Committee to the referee upon his filing a satisfactory report except in the case of board track referees, who shall receive $10 for one meet a week, or $5 for each week held on a given track oftener than once a week. If the contest or series of contests is of such a character that the public is not charged admission, the uniform price for a sanction shall be $7 for each calendar day. Double fee will be charged for sanctions applied for within ten days of a proposed meet.

The Charge for Restrictive Agreements, Under which the F. A. M. Guarantee., Under Certain Conditions, to Grant Sanctions for Board Track Races to One Party Only in a Given Territory, Is as Follows:

In cities of one million or more inhabitants, seven hundred and fifty ($750) dollars a year; in cities of less than one million and more than five hundred thousand inhabitants, five hundred ($500) dollars per year; in cities of less than five hundred thousand and more than two hundred thousand inhabitants, two hundred and fifty ($250) dollars a year; in cities of less than two hundred thousand inhabitants, one hundred and twenty-five ($125) dollars a year. Blank copies of the restrictive agreement may be had upon application to the Chairman of the Competition Committee. Reduction in charges are made for agreement for over a year.

Sec. 3. Every applicant for a sanction shall fill out the following form, blanks for which will be furnished upon application to the Chairman of the Competition Committee. See p. 31.

Withholding any of this information may be deemed sufficient cause by the Chairman of the Competition Committee for not issuing a sanction.

Sec. 4. Application for a sanction must be in the hands of the Chairman of the Competition Committee at least ten days in advance of the date set for the contest. Application made at a later date than 10 days must be accompanied by a double fee.

The Value of a Sanction

As in all other organizations which control racing of any sort, the F. A. M. requires that every motorcycle race shall be granted the protection of authorized meets by the procuring of a sanction. In this way, both the promoters and riders are protected in all matters arising during the progress of the race, or after, and the stigma of "outlaw" is avoided. These sanctions grant permission to a certain person or persons to hold races at a certain place, and for that reason cannot be transferred or assigned to someone else, whom, possibly, the F. A. M. knows nothing about, or who may be in bad standing with the F. A. M.

In this connection, I wish to point out a very bad condition of affairs. Riders as a class are not loyal to the F. A. M. Riders, and even the best of them, are entirely careless about what kind of a contest they participate in. They will ride in meets, never inquiring whether the meet is under F. A. M. sanction or not, and then if anything happens—such as holding up prizes, etc.—they cry to the F. A. M. for help and say the F. A. M. is good for nothing if it refuses to help them get what they call "justice" when the only justice they are entitled to is exactly the treatment they receive as a result of their outlaw riding.

Riders Do Not Co-operate

Since I have been in office I have not once received information from a rider to the effect that an outlaw meet was to be held. Instead the rider will unconcernedly take part and then try to enter a sanctioned race. This naturally causes ill-feeling toward the F. A. M., and the men who are loyal F. A. M. members, and who pay for sanctions, ask: "What good is the F. A. M.? Where is its protection? John Jones rode in an outlaw race and now he is permitted to ride in a race supposed to be only for members in good standing in the F. A. M. Why should we pay for a sanction when they can ride without any?"

This condition I am rapidly eliminating, with the help of my referees and some few loyal men who occasionally send me notice of proposed outlaw meets. Right here, I want to say that I am more than pleased with my referees. I have not found one who is not willing to put himself to considerable inconvenience to help suppress outlaw meets and to work for the general welfare of the F. A. M. If the riders were half as loyal as the referees, outlaw racing would soon become a myth.

Regarding the cost of sanctions, there are only two items that require any further explanation than a careful reading of Section 2 of Article II. The first is: instead of sanctions costing $10 per calendar day, I had the cost to affiliated clubs reduced, at the last Competition Committee meeting, to $7 per calendar. I believed the clubs that were assisting the F. A. M. by affiliation with it were entitled to some reciprocity and moved that the sanction fee be reduced.

Concerning Restrictive Agreements

The second matter is that of the cost of sanctions for so-called "closed contests." A "closed contest" is one limited solely to the members of a local affiliated club, where the public is not charged admission. Realizing that most of such contests are of a friendly nature, I believed they should be charged a merely nominal fee, and still receive the protection of the F. A. M. The rate was therefore fixed at $2 per calendar day; the club to select its own referee, paying him if desired; under the supervision of the F. A. M.

In regard to restrictive agreements, I wish to say that it is my personal opinion that a restrictive agreement is the one thing most entirely for the benefit of the promoter. While it is true that the F. A. M. receives a fee for this agreement, it is so small, compared to the benefits, as to be almost negligible. If you will examine the following figures closely you will realize the infinitesimal per capita cost of monopolizing a city, as far as board tracks are concerned. The per capita cost of a restrictive agreement for New York City is $00.000096; for Chicago, $00.00034; for Pittsburgh or St. Louis, $00.001; for St. Paul, $00.00083, and for Atlanta, $00.00062. Thus for a per capita cost so small as hardly to be conceived of, a man can prevent anyone else from building a board track in the same town.

To facilitate matters in this office, a regular form has been printed for use in making application for a sanction and will be sent to promoters on request. There is also a clause stipulating that this application be in the hands of the chairman of the Competition Committee ten days prior to the running of the race. If the promoter will stop and think of the mass of work handled in this office in the busy season, the reason of this clause must be apparent, and I urge all to comply with it, thus making it unnecessary for me to charge a double fee.

POPE WINS HILL CLIMB

At the recent Oakland free-for-all hill-climb, three Pope motorcycles carried off high honors. The winner of the climb was Chelani, who rode a 7 h. Pope, covering the course in 1 minute, 1⅕ seconds. Otto Walker, riding an Excelsior 7 h., came in second, his time being 1 minute, 3⅖ seconds, and Fred Farwell, also riding a 7 h. Pope machine, scored third, his time being 1 minute, 4⅖ seconds. In the single-cylinder class, the results were as follows: first, C. Yetton, 5 h. Pope—time, 1 minute, 12 seconds; second, F. Karslake, 5 h. Harley-Davidson—time, 1 minute, 18⅕ seconds; third, F. E. Karslake, 5 h. Harley-Davidson—time, 1 minute, 44⅕ seconds. Owing to a protest, the Pope machines were taken apart and shown to be stock models.

MARYLAND M. C. NEWS

Members of the Maryland Motorcycle Club spent the last night of the old year at the clubhouse. The entertainment consisted of singing, music and games and a very pleasant evening was spent. The members are now looking forward to the annual election of officers and then to the annual banquet. At the banquet, the winners of the run attendance contest for 1913 will be presented with their medals. The lucky riders are: Andrew Gebhardt, first prize; C. Frank, second, and William Wood, third.

MORE LATE NEWS FROM BUSY BOOSTERS IN THE CLUBS

WAS THIS THE FIRST RUN?

Ed La Violette, road captain of the Chicago Motorcycle Club, lays claim to the distinction of being the first rider to make a 100-mile run in the new year. He left the clubhouse, 3518 Ellis avenue, on his Harley-Davidson twin, at 12 o'clock, midnight, and started for Valparaiso, Ind., making the round trip in 4 hours and 15 minutes actual running time. He was accompanied by Road Lieutenant Harry Parker, of the Englewood Motorcycle Club, but Parker was delayed on the way out by a punctured tire and the rear wheel of his motorcycle caved in as he was returning, which accident forced him to walk 3½ miles back to East Chicago with his machine.

POUGHKEEPSIE M. C. ELECTION

The Poughkeepsie Motorcycle Club, of Poughkeepsie, N. Y., held its annual election of officers at the clubrooms, 6 North Hamilton street, on December 17. The elections were as follows: President, Harry English; vice-president Edward Kelly; secretary, Charles Senk; assistant secretary, J. T. Saltford; treasurer, Herbert Gindele; press representative, James O'Brien.

At the close of what has been a very successful season, the club consists of thirty active members, and candidates for membership are constantly applying.

ELMIRA M. C. ELECTIONS

At the annual election of the Elmira Motorcycle Club, of Elmira, N. Y., held at the clubrooms on West Winter street, the following officers were elected for 1914: President, George Miller; vice-president, Martin Foran; financial secretary, H. McGlenn; recording secretary, Danial Sullivan; treasurer, F. M. Bottcher; captain, B. Forsyth; first lieutenant, C. H. Griffith; second lieutenant, H. Rhover; directors, George Carrier, Phay Rutan and Harry Burgess. Phay Rutan will have control of the motorcycle exhibits at the annual show of the Elmira Auto Club in February. He was appointed by President Marks of the Auto club.

NEW ST. LOUIS STAFF

At a recent meeting of the Motorcycle Club of St. Louis, the following officers were elected: President, C. A. Newman; vice-president, Frank Greenfield; secretary, J. Sommers; treasurer, George Peach; captain, Al. Zeibig; lieutenant, Harry Graff; sergeant-at-arms, Ed. Jones; director (for two years), P. G. Kennett; director (for two years), W. F. Oster; director (for one year), August Kern.

WOULD INCREASE ROCKFORD SQUAD

Alderman Croon, of Rockford, Ill., in a recent interview, stated that he was in favor of placing two additional motorcycle policemen on duty. This would give Rockford four motorcycle patrolmen, the minimum number with which Alderman Croon believes it is possible to give the outlying districts of the city adequate protection.

PANAMA EXPOSITION M. C.

A unique club has been formed in Boonville, Mo., which is known as the Panama Exposition Motorcycle Club. It is composed of 25 high-school students, all owners of motorcycles, who purpose riding to San Francisco in 1915. Charles C. Bell is organizer of the club and he states that he expects to have double the present membership when the time arrives to start the tour. It is planned to carry a complete camping outfit and spend all the time en route in the open.

NEW BAKERSFIELD OFFICERS

The Bakersfield Motorcycle Club, Bakersfield, Cal., elected officers for 1914 at a meeting held recently. They are as follows: President, P. C. Taylor; vice-president, J. W. Owen, recording secretary, Gordon Slater; financial secretary, Frank Lightner; sergeant-at-arms, O. Olrich. The members of the Bakersfield club are considering the idea of forming a basketball team from their ranks, and Gordon Slater has been commissioned to ascertain whether there is sufficient material in the club to form such a team.

WHEELING CLUB'S MEETING

The Wheeling (W. Va.) Motorcycle Club held a very interesting meeting at the clubrooms on December 16. Several new members were enrolled at the meeting, bringing the membership up to 50. The club hopes to reach the 100 mark in the near future.

THE FLYING MERKEL

For 1914

MODELS AND PRICES:

Model 440—4 H. P., Belt Drive, Single Cylinder - $210.00
Model 441—4 H. P., Chain Drive, Single Cylinder - $210.00
Model 470—7 H. P., Belt Drive, Twin Cylinder - $225.00
Model 471—7 H. P., Chain Drive, Twin Cylinder - $225.00
Model 473—7 H. P., Self-Starting, "Yellow Jacket" Model, $290.00

IMMEDIATE DELIVERIES OF GENUINE GUARANTEED 1914 MODELS IN CARLOAD LOTS OR LESS

Write for Territory Today

THE MIAMI CYCLE & MFG. CO.
300 Hanover Street, MIDDLETOWN, OHIO, U. S. A.
New England Distributing Warehouse, 315 Dwight St., Springfield, Mass.

SOME DEALERS I HAVE MET

by A Tourist

Experiences With Shop Proprietors Who Gave Little Thought to Diplomacy and Entirely Overlooked the Service Idea, Especially With Reference to Tourists. In an Early Number the Same Writer Will Treat of the More Attractive Side of the Picture.

BY the time a rider has owned half a dozen machines and has toured through seven or eight states in getting his money's worth out of them, it is a safe bet that he has encountered about as many kinds of motorcycle dealers as there are. They are of all kinds, too, from the man who has put up an imposing building and whose sales reach up into the hundreds to the small town agent who carries motorcycles as a side line and who counts himself lucky if he can place three or four machines in the course of a year. Perhaps more than one dealer would be glad to know what the riders in his own town, not to mention the occasional tourist, thinks of him; perhaps he would not. But if he is a wise dealer he would derive much profit from that information.

There is, in a certain city, a dealer who has not sold many machines; possibly he wonders why. I can tell him part of the answer at least. One day I chanced to notice a new twin model on his floor, and was interested enough in the machine to enter and look it over, since it was decidedly different in some respects from any machines I had ever ridden. I was examining the clutch control—had worked the lever back and forth once or twice—when the dealer's handy man came rushing up from the rear.

"Hey, you!" he bawled rudely, "don't monkey with that machine! That's the motorcycle I ride!"

Scaring Off a Possible Customer

Can you beat that for salesmanship! As far as that fellow knew I was a possible customer, and should have been treated as such. At any rate, I was interested in motorcycles or I should not have entered to look at that particular machine. There is probably not a man on earth who would buy a motorcycle in the face of such a salutation, not even if, he had made up his mind and had the money to pay for it in his pocket. Although the dealer was not present when this happened, don't you suppose that the employee's attiture reflected to some extent that of the employer? And since customers are treated in that way, is it any wonder that his sales are few, even though the machine he handles is the product of a first-class concern?

In one big town in the middle west I had a repair job done, the head of the repair department absolutely guaranteeing that it would be satisfactory. He held me up for two days while he was doing it and then charged me like bloody murder for the job. When the machine was finally turned over to me the control rods were improperly adjusted, the gasoline connection from tank to carbureter leaked, and several other small matters were unattended to. When I called the repair man's attention to them and told him to make the work right, his attitude said plainly enough that I should have done those little things myself without bothering him again—and after I had paid at least 33 per cent. more than the job was worth. The worst of it was that the guaranteed work lasted exactly 125 miles, leaving me stranded for the second time. I wrote to the repair department of that agency about the matter, and they didn't even reply to my letter. Nothing could induce me to go near that establishment again. I don't like to write about these things, but I believe the truth is always worth while. It may help other dealers.

The Folly of Antagonizing Tourists

Some dealers make the fatal mistake, or seem to, of going on this principle:—treat the home boys fairly decently, but stick it onto the tourists. I suppose they figure that they must keep local riders satisfied, but that a tourist only comes along once and is therefore fair game; so they make hay while the sun shines. Mighty poor policy, that! There is more than one agency in this little land of ours from which many riders would not take even a pint of gas as a gift, on account of some shady treatment they have received. And the tourist who has been shabbily treated at some shop is not likely to forget it. When his friends are going in that direction his advice will be—

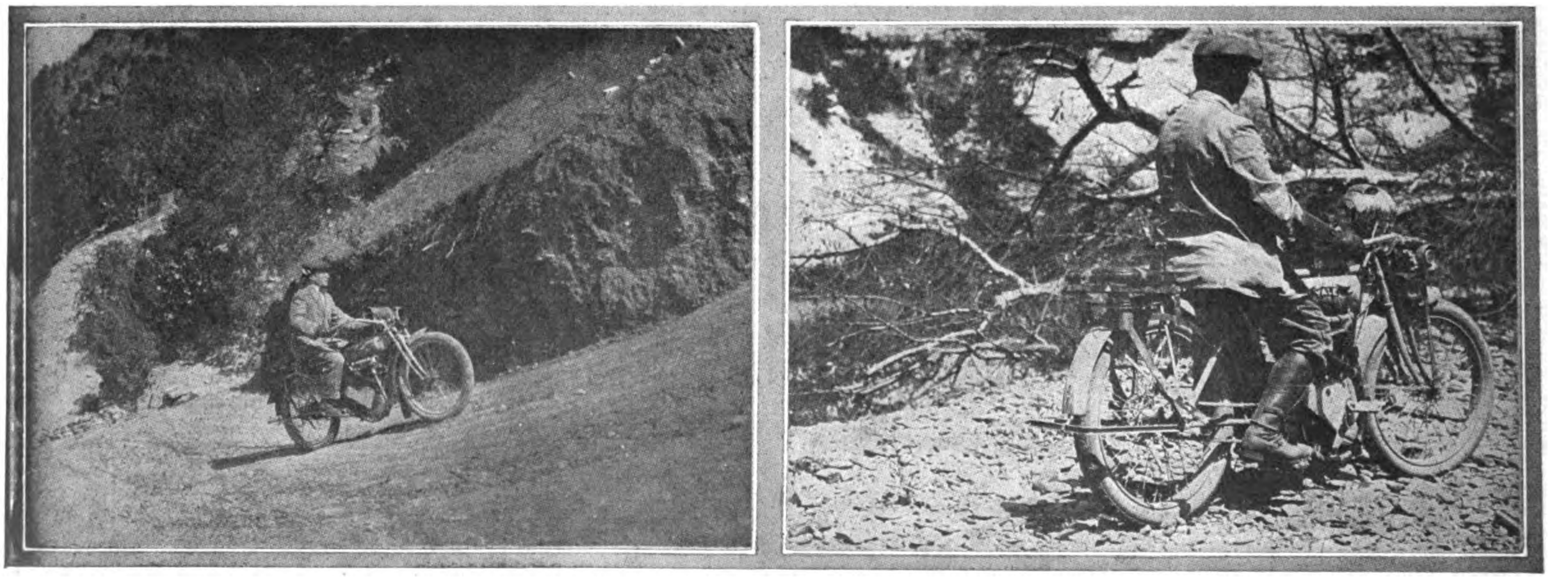
"For the love of Heaven! don't go near Blank's in Blankville! That fellow is the biggest crook in the original thirteen colonies. Just listen to what he did to me last summer!" Whereupon follows the tale of injustice.

Good business to stick the tourists? I should say *NOT!*

It was in western New York that I had the misfortune to break the main leaf of my spring form. My idea was that the agent would replace it for me, since the part was guaranteed by the factory.

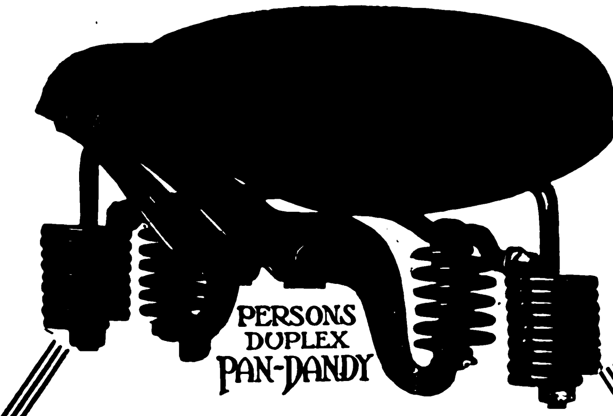
"Sure, I'll replace it for you," he said.

(*Continued on page* 80.)



ON THE SKY-LINE DRIVE

F. O. Barnes, an enthusiastic motorcyclist of Canon City, Col., recently made a trip over the famous Sky-line Drive on his Yale and the accompanying photographs show him hitting some of the high spots. Mr. Barnes has made the trip several times carrying a tandem passenger, and while he admits that the grades bring out the best that is in a motor he believes the scenery is worth all the trouble attendant upon viewing it. A leisurely trip is advised, however.



The Saddle of No Regrets

Purchasers of Persons' Duplex Pan Dandy never regret their investment. There is more comfort to the square inch of seating surface in this superior motor seat than in any saddle ever before constructed. It "puts a crimp" in all saddle soreness.

Convince yourself by buying and trying. Or write first for catalog.

The Persons Manufacturing Co.
Worcester, Mass.

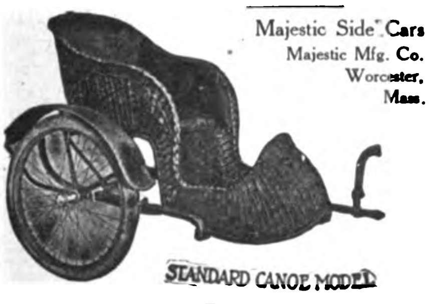
"The Wind Splitter"
MAJESTIC MFG. COMPANY
WORCESTER, MASS.

Price $75.00

EXPERIENCE PLUS EQUIPMENT

DON'T FORGET THE GIRL

Majestic Side Cars
Majestic Mfg. Co.
Worcester,
Mass.



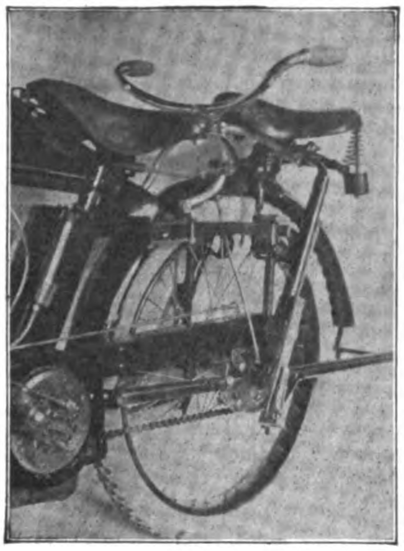
Price $50.00

HIGHEST QUALITY AT LOWEST PRICES

Let us "SHOW" you

Majestic Mfg. Co.

**WORCESTER
MASS.**



Mueller Tandem

Attachment for 1914 Indians

None can deny that the very appearance of the Mueller Tandem attachment is indicative of sturdy strength, comfort and "class." And your eyes do not deceive you. There is positively no device on the market that has half the comfort, convenience and strength of the Mueller Tandem attachment. It has absolutely all the comfort of the motorcycle saddle itself. There is nothing about the Mueller Tandem attachment to get out of order. Absence of complicated parts is the rule. Note the strong simplicity of the models shown here.

Riders!

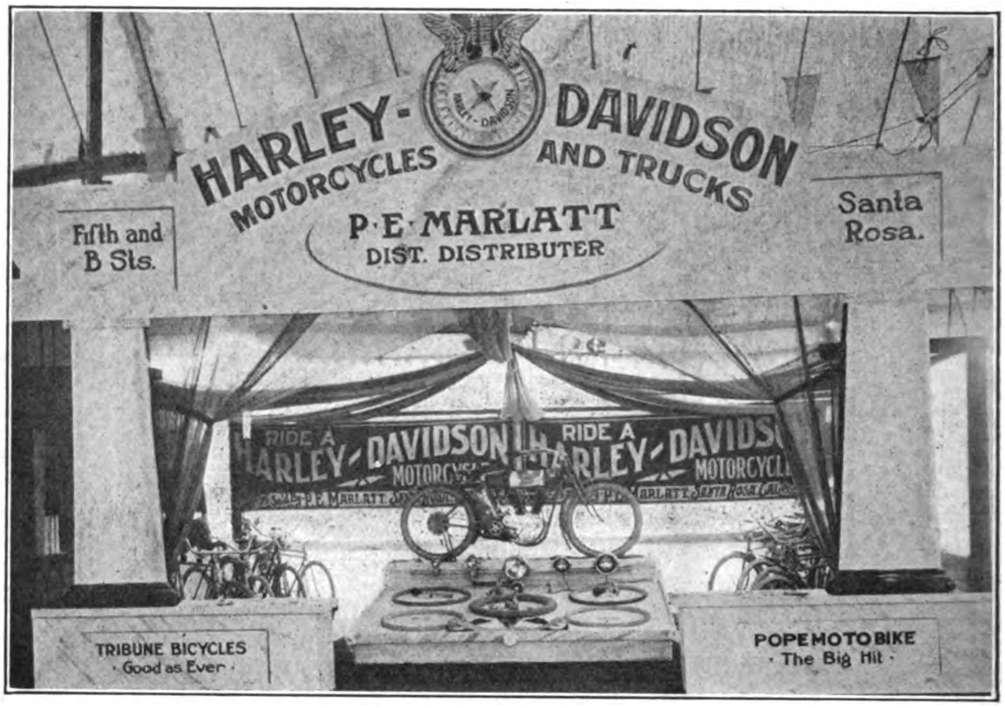
You MUST learn more about the Mueller Tandem attachment before you are a day older. You cannot afford to be without this "extra motorcycle." You must straddle a Mueller Tandem attachment to appreciate what true comfort means. Get our catalog today.

Dealers!

If any line you are handling today is not as lively as you would wish, it is up to you to get rid of it and stock only live lines. A careful reading of our catalog, copy of which will be sent you upon request, will convince you of the desirability of stocking the MUELLER TANDEM ATTACHMENT.

L. J. Mueller
307 Woodland Ave.
CLEVELAND, OHIO

When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.



Display of P. E. Marlatt, Harley-Davidson and Pope Agent in Santa Rosa, Cal., at Recent Show. Note Effectiveness of the Decorative Scheme.

DEALERS I HAVE MET

(*Continued from page* 78.)

An hour later I paid the bill. Great Scott! it couldn't have been more if I had bought the part outright and then paid him to put it in. Two days later it chanced that my touring partner broke the same part on his machine, and the bill where he had his work done was just a trifle more than half what I had paid. This in shops only two hundred miles apart. I know well enough that a motorcycle dealer has to make a living, but when he descends to highway robbery in the form of extortionate charges in order to get his living, I kick over the traces. That of course does little good—merely gives the dealer a chance to call me a tightwad.

How One Dealer Made an Enemy

There was one dealer who lost the best selling proposition on the market today just because he didn't realize the importance of keeping people satisfied. He was not too truthful in his statements, he was likely to be profane and insulting if things did not please him, and altogether he was not a pleasant man to have dealings with. One chap, who rode that dealer's make of machine, though he had bought it in another state, went around for a little information about a certain adjustment. He was willing to pay for this, and incidentally he intended to buy a magneto cut-out for his machine.

"Leave her here and come back in two hours," said the proprietor. "She'll be ready then."

"But I'd like to see it done, so that I can fix it myself next time," retorted the new rider.

"Nothing doing!" was the agent's reply. "We never admit anyone to our shop."

Now that rule is a good one, but the dealer could have made that adjustment and given the rider the needed information out there in the street in less than two minutes. The result was that the seeker after knowledge rode down the street to a rival agency where he was instantly shown what he wanted free of charge, and where he naturally bought the magneto cut-out.

That particular dealer lost his fine proposition because he treated nearly everybody as he treated this one chap. Eventually the company put their machine in different hands, leaving the ex-agent to curse them for what he was pleased to term their disloyalty to him. He probably never thought far enough ahead to see how far he himself had been lacking in loyalty to the company whose machine he represented.

Value of a Businesslike Policy

In one shop where I once went to have some work done I waited around for a while to observe things. The only repair man in the shop at that time was busy adjusting a clutch which some rider had sent in from a neighboring town. While he was working, a chap breezed in with some interesting data about a race which another agent wished to pull off between his machine and the one handled by the shop where I was waiting. The repair man worked along in a half-hearted way while listening to this, now and then stopping to ask a question or to argue some point, paying far more attention to the conversation than to the clutch. Finally he stopped altogether and the two went into the office to do some telephoning. In twenty minutes or so more the matter was finally settled, and the workman came back to his task. But when he finished he charged up to that job not only the time when he had been half working, but also the time when he had not been working at all. When I came to pay my own bill, rather excessive, by the way, I couldn't help wondering how much of the time charged to me had been spent by the repair man in attending to other matters.

Few dealers, especially those located in small towns, where the number of sales is naturally somewhat limited, realize the value of conducting their business in a businesslike way. Perhaps I should not say that "few" dealers realize this; but I have run across a number who did not. A man who has a cash register to take care of his cash receipts instead of dropping the money from each small transaction into his pockets; the one who has a typewriter on which his business correspondence is written—with a carbon copy to be preserved as a record of each letter sent out; the one who gives a properly worded receipt when a bill is paid:—such an agent gives to all his customers the impression that he is right on the spot in all his dealings, and it becomes an actual pleasure to trade with him. If he cannot afford to hire a bookkeeper or stenographer, it will be worth his while to learn to use that typewriter himself in writing letters and preparing his monthly statements.

Creating a Favorable Impression

Last summer I made the acquaintance of a dealer whom it was a real pleasure to meet. He was an interesting talker, and his experiences dated back to the period when the motorcycle business was limited, to say the least He was more than considerate in his treatment of customers—I needed a part so rarely called for that there chanced to be none in the shop, and he had one taken from a new machine in his stockroom to help me out. His place of business, devoted exclusively to motorcycles and matters connected therewith, was the largest and best equipped that I have ever seen. I was especially taken by his arrangement of spare parts. The wall of the salesroom, behind the showcase, was arranged after the manner of a large hardware store—with a vast number of small drawers, each one designed for a certain part, and to the outside of each was fastened one of the parts which belonged in that drawer. Large parts, such as cylinder heads, clutch disks, pistons, etc., were accommodated in larger drawers, duly marked in each case.

Where Tact Should Be Cultivated.

The dealer should be tactful—and to show tact to all sorts of people is often difficult, the following incident, which I personally witnessed, is an illustration of unnecessary tactlessness. A stranger, whose motorcycle had a broken frame, came into the shop in no cheerful mood.

"What's the matter with these blamed machines?" he demanded petulantly. "I can't ride two hundred miles without having something break."

There was a chance for the agent to sooth the rider's ruffled temper by a little display of tact, by a kindly allusion to the hard luck that sometimes follows one, by a willingness to hear the other's tale of woe and sympathize with it, etc., etc. But no—

"Aw, you're a green rider," he growled in gloomy answer. "You don't know how to run a machine right."

There you are. That agent had made the rider his enemy, when it would have been just as easy to make a friend out of him. Tactfulness may be a hard quality to acquire, and it certainly is hard to exercise it on all occasions, but it is decidedly worth having. The dealer who is well supplied with it has a powerful help in making sales and in keeping his customers satisfied after they have bought their machines of him.

It was not the writer's intention, when he started, to make this article a general kick against all dealers. But every incident here recorded is true; every mistake mentioned here has been made, and perhaps is still being made, by some motorcycle agent.

A Mechanical Triumph

Pope

The verdict of all who have seen our 1914 Motorcycles proves that we again lead.

POPE—features are the talk of the crowds, and dealers express themselves more than satisfied with the product.

POPE—overhead valves of special metal, correctly formed, with their massive rocker arms and supports give evidence of endurance.

POPE—shock-absorbing devices, as exemplified by our scientific spring fork and famous rear spring suspension, have no equal.

POPE—comfort and security stand out strong in the low saddle position, the ease of balancing the machine, and the strong twin stem handle-bars.

POPE—roller bearing connecting rods, anti-friction. Ten thousand miles of use shows no appreciable wear—special bearings throughout.

POPE—quality shows at every point; the special metals, the fine workmanship, and superb finish.

Take the machines point by point, line by line, and make a fair comparison with others; then there can be only one conclusion;

POPE MOTORCYCLES EXCEL

Remember—Our Model L Twin is regularly equipped with roller bearing connecting rods, Pope foot boards, and double operated brake.

The 1914 Line is Complete.

H14 **$150**—Sturdy, simple, economical, imported magneto, spring seat post, large gas and oil tanks.
K14 **$200**—Remarkable overhead valve, flat belt single, big "4" horse power, spring seat post.
M14 **$215**—Five horse power, chain drive single, extraordinary speed range, equal to other twins.
L14 **$250**—15.4 H. P. engine, remarkably flexible speed, Bosch magneto, extra heavy parts.
R14 **$285**—Wonderful two speed model, wear defying parts, positive gear change mechanism, unusual fuel capacity.

Catalog and special proposition on request.

THE POPE MANUFACTURING CO., WESTFIELD, MASS., U. S. A.

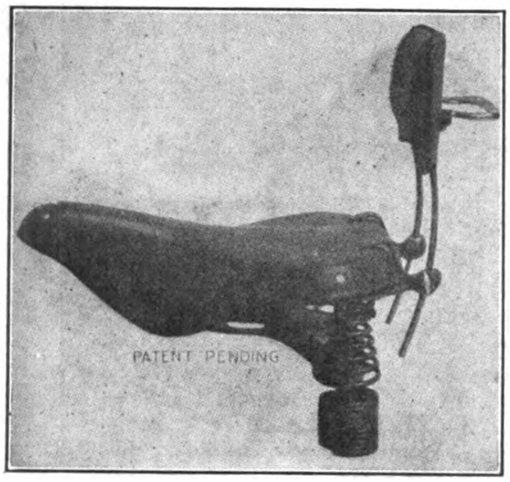
POPE MOTOR CYCLE DISTRIBUTORS

Northwest: F. P. Keenan Co., Portland, Ore. Northern Cal. and Nevada: Kimball-Upson Co., Sacramento So. Cal. and Arizona: C. L. Smith, Los Angeles
Cook County, Ill.: A. L. Spindler, 1326 Mich. Ave., Chicago Colorado: Pettee Cycle Co., Denver
So. Dak., North Western Iowa, So. Western Minn.: Van Brunt-Bleeg Co., Sioux Falls

WHOLESALE: **Kansas**—Hood Implement Co., Pittsburg; Ellis Bicycle Co., Wichita; Johnson & Mullarky, Beloit; W. M. Cheif, Dodge City, **Ohio**—Sanders Bros., Cincinnati; L. P. Birkenbach Co., Columbus; Vincent Bros., Cleveland; Gladwell-Crossley Co., Lima; Mansfield Motorcycle Garage, Mansfield; F. J. Wilhelm & Co., Toledo. **New York**—Poppenberg Bicycle House, Buffalo; Maerchlein Bloss & Co., Rochester; Doubleday-Knowland Co., Syracuse; Amos Shirley, 935 8th Ave., New York City; George S. Unlse, 117 Court Street, Brooklyn. **Maryland**—Fulton Motor Co., Baltimore. **Georgia**—L. S. Crane, Atlanta; E. W. Watson, Augusta; Balfour Hardware Co., Savannah. **Florida**—Dilts & Jelliffe, Miami. **Pennsylvania**—W. W. Bennett, Pittsburg. **Retail**, Whipple the Motor Cycle Man, W. Jackson Boulevard, Chicago; Charles Krebs, Newark, N. J.

CORRECT F-N PRICES

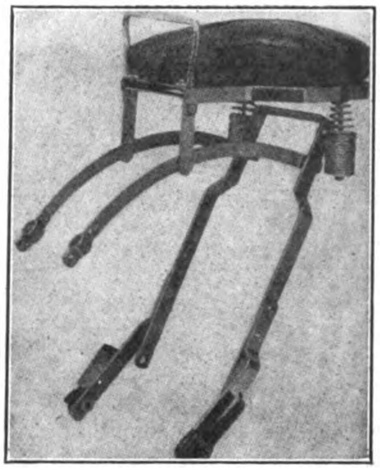
Errors are bound to creep into both advertising and editorial material from time to time, but not always are they detected so quickly as was the misquoting of prices in an advertisement of the Fentress-Newton Manufacturing Company, 253 Lafayette Boulevard, Detroit, Mich., which appeared in the December 25 number of MOTORCYCLE ILLUSTRATED. The Fentress-Newton specialties are so well known that even a slight error in listing would attract attention, and when the pesky types indulge in such a riot of confusion as featured the advertisement referred to, it is only natural that we should hear of it from a dozen or more sources.



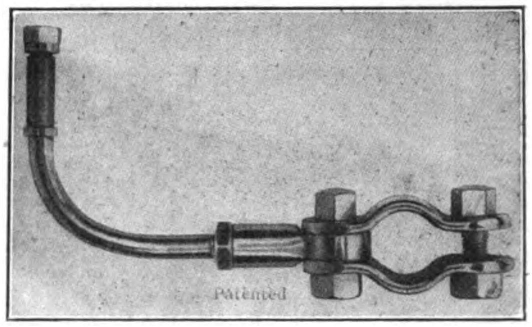
The F-N Back-Rest; Priced at $2.50.

Four products were illustrated in the advertisement. The F-N back-rest, for the rider's saddle, with handle-grip for the tandem passenger, was listed at $10 and should have been quoted at $2.50. The sturdy back-rest is shown herewith. In this column is seen the F-N combination tandem seat and carrier, which was incorrectly listed at $2.50; it sells for $10. The quality of the F-N combination outfit is well known to riders, and its being listed at $2.50 caused something of a sensation.

The F-N Universal lamp bracket, which is shown at the right, sells for $1.50, not $5.50 as announced in the advertisement, and the tandem carrier shown beneath the lamp bracket was quoted at $1.50. The correct price for the tandem carrier, plain, is $5.50, and $7 with the Prest-O-Lite holder, as illustrated.



Combination Tandem Seat and Carrier; $10.

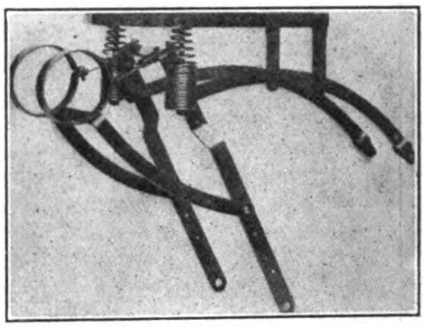


Universal Lamp Bracket Listed at $1.50.

WOMAN WINS GOLD MEDAL

Mrs. Herman Altop, a motorcycle enthusiast of Toledo, Ohio, checked in with a perfect score in the recent two-day endurance run of the Toledo Motorcycle Club.

Mrs. Catherine Osborne, although 81 years old, is a sidecar enthusiast of Warren, Ohio.



Tandem Carrier, $5.50; *With Tank Holder,* $7.

MILES PER HOUR
10 20 30 40 50 60 70 80
STANDARD SPEEDOMETER

Standard

Proofs of Standard Superiority Were Found at the Show

Again the STANDARD SPEEDOMETER demonstrated to the satisfaction of Show visitors its undeniable superiority, not only from the standpoint of simplicity of construction and correctness of principle, but it also demonstrated by actual operation **just how perfect a correctly made speed recording instrument can be.**

STANDARD SPEEDOMETER
"THE INSTRUMENT of PERMANENT ACCURACY"

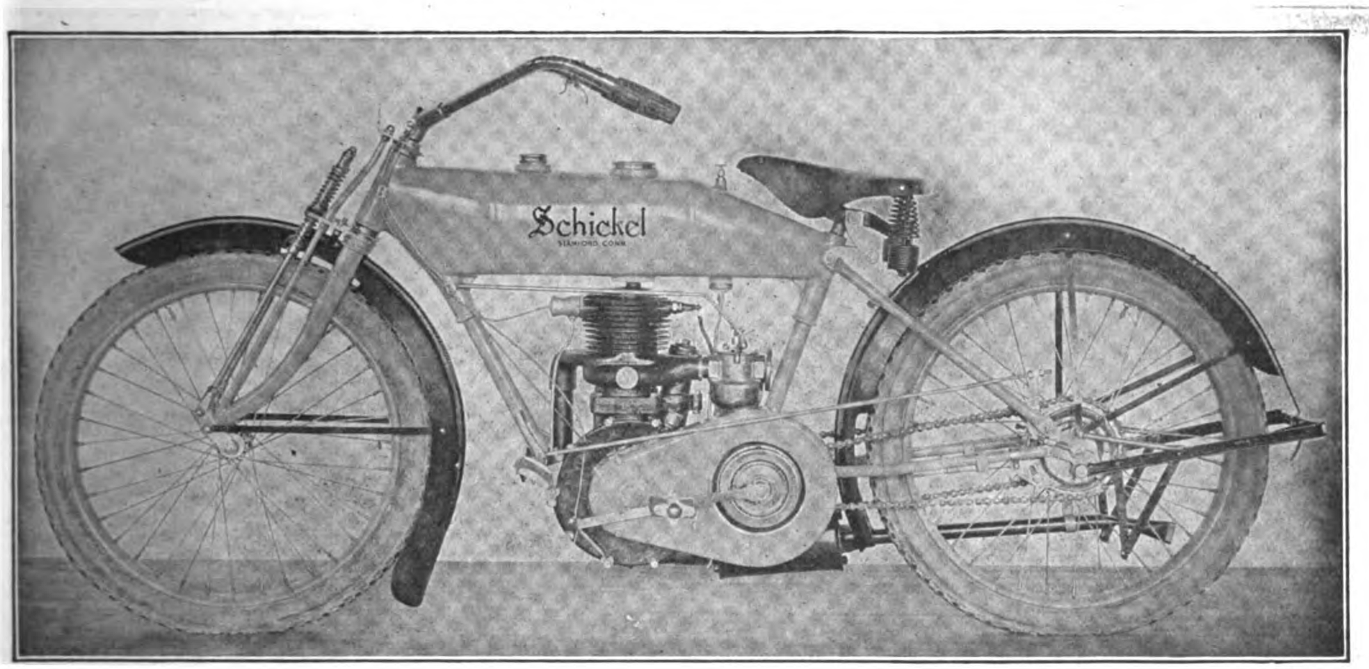
The electrically driven front wheel device, with automatic bumping attachment, convinced the most skeptical observer of the absolute immovability of the indicator needle on no matter what roads—a total absence of vibration being the rule. Our demonstration also proved conclusively the correctness of the driving mechanism, the large hub sprocket, the combination rigid and flexible drive; and the genuine quality that could be as clearly seen with the naked eye as with the microscope. Eight years of speedometer building experience have reached their climax in the 1914 STANDARD SPEEDOMETER.

Write for further details and dealers' terms.

STANDARD THERMOMETER CO., 65 Shirley St., Boston, Mass.

Standard

168
171D
170C
174
153



We Demand Careful Consideration of the Schickel

We do not ask, we do not beg, we do not weakly suggest that you investigate the SCHICKEL. We demand, with all the confidence of a true knowledge of merit, that you examine carefully into the SCHICKEL claims. We KNOW you will find that what we say is true—that the SCHICKEL today combines all the power, silence, comfort, ease of control, simplicity and economy of the ideal motorcycle—the motorcycle YOU will eventually admit is an embodiment of all that is good in single-tracker construction.

Valveless Schickel Two-Stroke

Gearless, camless, valveless, the Schickel is a symposium of simplicity. Its exhaust is remarkably quiet and smooth.

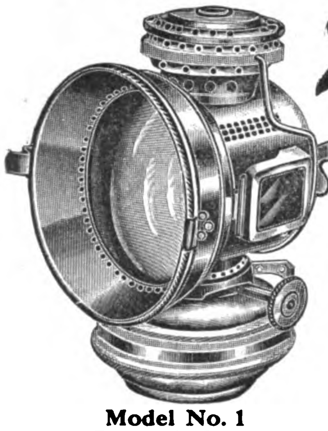
The Schickel's two-cycle construction permits of double the number of gas explosions than with a four-cycle motor, so that the power runs almost in a continuous stream—no jar, no vibrations.

Because of the number of added explosions the SCHICKEL is a "bear" on hills and bad roads, where slow-speed power is so essential.

Taking it all in all, the SCHICKEL has many points that you owe to yourself to investigate. Write for our interesting and instructive catalog. It tells some things that may prove valuable to you.

Schickel Motor Company

59 Garden Street, Stamford, Conn.

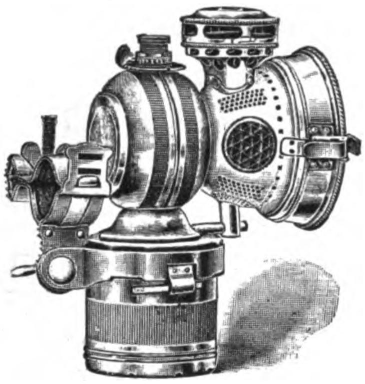


20th Century Lamps Are Universally Used Why Not Equip with a Standard Lamp?

Model No. 1
Bicycle Oil Lamp

We reproduce cuts of three of our models. The Bicycle oil lamp has been for **nearly a score of years** a prime favorite and is still in greater demand than ever. The steady, evenly burning, cleanly and dependable oil lamp, after all, is an exceptionally good light for bicycles. We're selling lots of them.

Made of Brass, Nickel Plated, Height 5½ in., Weight 13 oz. Special bayonet catch for oil well. Burns about 12 hrs. on one filling.



BICYCLE GAS LAMP

A companion to the Bicycle oil lamp is our Bicycle gas lamp. No other lamp of this type has had a wider sale or greater reputation than this improved model.

It is Handsome, Compact, Light and Efficient, and wins admiration wherever it is seen.

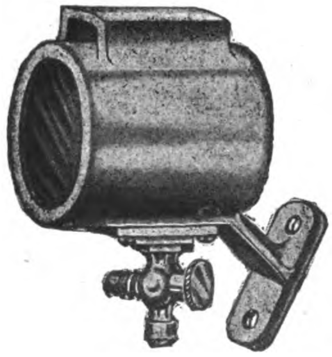
Brass, Nickel Plated, Height 7 in., Weight 22 oz., Carbide Capacity 5 oz. ¼ ft. Burner, Parabola Reflector. No screw threads to corrode on carbide cup attachment—a simple turn readily loosens carbide cup, but when attached it is absolutely gas tight and secure.

The Fairy Tail Lamp

Something every motorcycle rider should have is the "Fairy" tail lamp. It is very light, small, and attractive. Made entirely of aluminum. A tail light like this keeps the rider from being run into from behind. Its added safety more than compensates for its slight cost.

Price $1.15

Send for our booklet of complete line. It's yours for the asking.



"FAIRY"
Motorcycle Tail Lamp

TWENTIETH CENTURY MFG. COMPANY
420-422 Ogden St. Newark, N. J.

NEW YORK HEADQUARTERS

For Motorcycles, Bicycles and Accessories

Indian Motocycles
Arrow Bicycles

A full line of second hand machines at wonderfully low prices always in stock.

F. A. BAKER & CO., 10 Warren St., New York City.

NATHAN

STANDS FOR THE BEST

In Motorcycle Clothing and Leggins

It has cost us many hundreds of dollars to make the name "Nathan" mean everything that is reliable. And you get this absolute guarantee with every garment we sell and **at no extra cost**. Under the circumstances, is it worth while to take a needless risk?

NATHAN'S
Leggin Line

is the most extensive and comprehensive on the market. One of our newest models is the

PRESTO PUTTEE

This Puttee can be put on and off in a twinkling. Is made to give long comfortable service. It's the

BEST YET

of its kind and you ought to see it at your dealers.

The Nathan Novelty Mfg. Co.,
88a Reade Street, N. Y.

Are You Alive

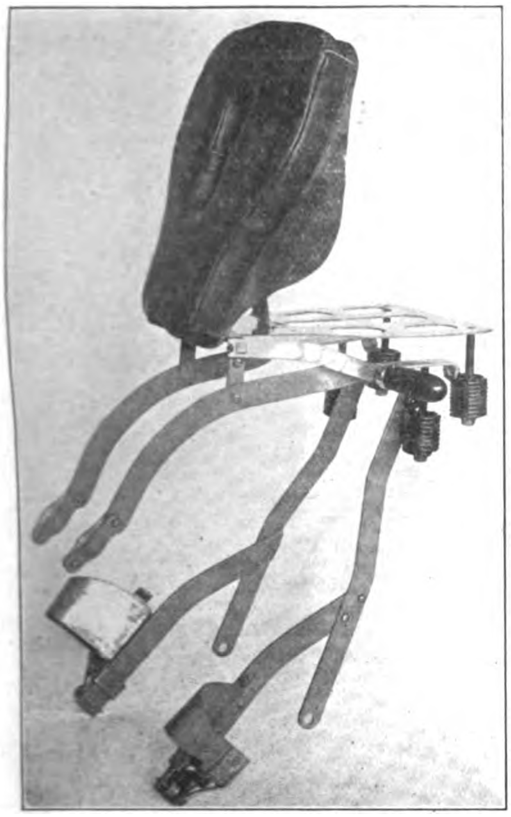
To an opportunity of saving time and money in buying motorcycle or bicycle accessories? **IF YOU ARE** order from the "live-wire-house." Send for **Monthly Bargain List.**

The Haverford Cycle Co., 827 Arch St., Philadelphia, Pa.

ADVERTISE YOUR WANTS IN

THE MART

THREE CENTS A WORD 20,000 READERS



LUXUS MODEL "A" Price $18.00; Without Backrest $15.00

WRITE

Your name and address in the blank if you want the MOST and BEST for your money. Mail to us TODAY for our catalog of

THE NEW 1914

FOX SEATS

FOX MFG. CO.
1032 Jackson St.
Seattle, Wash.
MAIL CATALOG TO—
NAME.........................
STREET NO.........................
CITY.........................
STATE.........................
CUT OUT AND MAIL IMMEDIATELY.

LUXUS Model—Just what the name implies—**LUXuriOUS COMFORT, BEAUTY, STRENGTH.** It has remained for us to apply the well-known spring seat post action to the tandem seat.

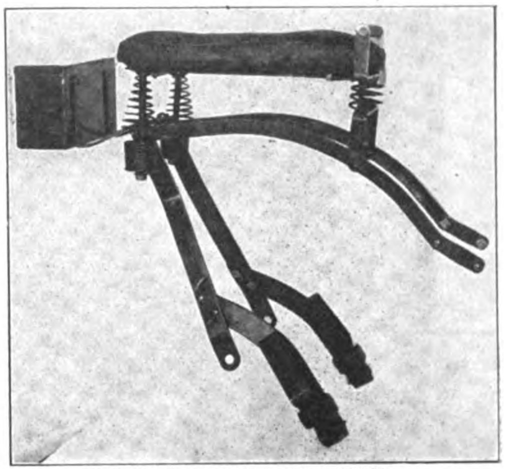
LUXUS model may be had without the backrest.

LUXUS FEATURES—Folding spring backrest, instantly adjustable. Self-folding, spring footboards. Over four inches spring stroke based on eighteen feet of coiled wire. Low seat position. Luggage carrier. Ride either side-saddle or astride.

PREMIER Model—A seat having all the requisites of **STRENGTH, COMFORT** and **DURABILITY.** It has our new self-folding footrests and improved hand-hold with fibre grip. A high-class seat at a low price. Equipped with fine, black waterproof, resilient cushion.

DEALERS write for our attractive discounts.

RIDERS, if your dealer does not carry in stock write for our introductory offer. Shipments made day orders are received.



PREMIER MODEL. Price $10.00.

FOX MANUFACTURING CO.
1032 JACKSON STREET SEATTLE, WASH.

IGNITION and SPARK PLUG TALK
JEFFERY-DEWITT DETROIT, MICH.
SPARK PLUGS

Let us send you a free booklet that answers every question about ignition systems and spark plugs. It tells, simply, how magnetos operate; how to time the spark; charge storage batteries; adjust vibrators; and choose spark plugs so as to get every bit of power out of your motor; and it costs you nothing except a post card requesting it. Shall we send a copy by return mail?

JEFFERY-DEWITT CO.
55 Butler Ave., Detroit, Mich.

THE GEORGE GOGGLE
NO EQUAL AT ANY PRICE

The George Goggle is the Sensible Eye-Shield

It is the lightest goggle in the world. You can hardly feel it on your face.

It affords an unobstructed view in every direction, as with the naked eye—not like "horse-blinders."

The George Goggle is made of flexible material. It cannot break, and injure eyes with glass particles, as with glass goggles.

There is no light refraction to blind you. In noon-day glare there are no reflected rays.

The George Goggle fits any face, automatically adjusting itself to its contour, excluding all dust, wind and flying particles.

There is no germ-breeding felt to touch the face. The George Goggle is the only sanitary eye-shield made. On sale at all dealers.

25c

If your dealer does not yet stock the George Goggle, send 25c. to

HUGH E. KING SALES CO.
(Not Incorporated)
511 HEYWORTH BLDG.
CHICAGO ILLINOIS

Free Sample TO DEALERS

Simplex Gauge on Excelsior Engine.

DEALERS—READ EVERY WORD OF THIS

We believe that the best way to demonstrate the value of the Simplex Oil Gauge is to let the dealer try it himself. We are going to give every dealer in the country a chance to try the Simplex Oil Gauge at our expense. We want the dealer to put this Gauge on his own machine and try it out thoroughly. Then if you are convinced that it is, without a doubt, a good thing, that it saves oil, makes the engine start easy and keeps plugs from fouling, that it pays a good profit and makes pleased customers for you—then, order some. The Simplex Gauge is now made for the Harley-Davidson, Excelsior, Dayton, Reading-Standard, DeLuxe, Jefferson, Iver Johnson, etc.

It is on the **outside of the crank-case where it keeps clean.** Just fill out the coupon attached to this ad and inclose it with your **business card** or **letterhead** and we will send you the free sample complete.

The Simplex Gauge retails for $1.50 and is for sale by leading jobbers.

The Buck Gauge Co.

(Incorporated)

Tear off this coupon and mail today.

- - - - - - - - - - - -

The Buck Gauge Co.,
Star Bldg., St. Louis, Mo.
Gentlemen:

Send me without charge or obligation on my part one Simplex Oil Gauge for .... Motorcycle. Inclosed find **ten cents** for postage and shipping.

....
Motorcycle Dealer.

Street ....

City ....

State ....

This offer is good for 30 days only.

Motorcycle Mart

Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

BARGAIN.—1911 Twin 7 h. p. Indian; just overhauled; new tires, magneto, clutch, and new engine bearings; a snap, $115. The Dickinson Hdwr., Columbus, O.

MERKEL 4, magneto, spring frame, in good running condition, speedy, good hill-climber, $95; will ship C. O. D. John H. Hull, Mt. Hope, Pa.

FOR SALE.—1912 Excelsior twin, good condition, with tandem, lamp, generator, horn, $125. Frank Mayer, Greenville Pa.

FOR SALE.—1913 Single Flanders. Correspondence solicited. Chas. MacWilliams, Warren, Pa.

$165 BUYS 1913 Twin Marsh Mets, guaranteed. William Phillips, Jr., Bellaire, Ohio.

FOR SALE.—All used bicycles and motorcycles at greatly reduced prices for quick sale; all guaranteed and can be seen before paying. Get our list and plan. Agents wanted. Seeber & Hofheins, Buffalo, N. Y.

WE SAVE you money on motorcycles, bicycles and accessories and want agents everywhere. Send for our catalogue. Seeber & Hofheins, Buffalo, N. Y.

FOR SALE.—7 h. p. chain drive Yale, bought in December, 1912. Tires and transmission in fine shape. Price $90 if sold at once. Wm. N. Burnett, Killingly, Conn.

FOR SALE.—1911 Twin 5 h. p. Indian; chain drive; in first-class condition. First check for $75 takes it; a bargain. Address W. T. Hockman, Slanesville, W. Va.

FOR SALE.—Indian single, 1912 battery model, with Solar light generator, luggage carrier, exhaust whistle and tail light; first check for $65 takes it. Write Frank J. Hulett, Vespe, N. Y.

NEVER USED Presto tank, with gauge and brackets, and $5.50 headlight; 5¼-in. lens, value $15. First $11 takes it. Not sold separately. Motorcycle Exchange, Schenectady, New York.

CLOSING OUT SALE of high-grade motorcycles slightly used, all standard makes, twins and singles. belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

HARLEY-DAVIDSON, 1913 8 h. p. twin cylinder; excellent condition; has foot rests, baggage carrier, headlight; no reasonable cash offer refused. A. Herrington, P. O. Box 233, Madison, N. J.

FOR SALE OR EXCHANGE for Pope motorcycle a diamond ring and Conn upright silver alto horn. "Motorcycle," 601 Second street, Hattiesburg, Miss.

FOR SALE.—My 1913 Twin Indian motorcycle; engine in A1 condition; Prest-O-Lite tail light and other equipment; machine looks just like new; a rare bargain; forced to sell; first check for $150 takes it. Jose Ph. Goldsmith, 1900 16th avenue, Altoona, Pa.

FOR SALE.—2½ h. p. Shaw bicycle motor attachment, used only four months; in first-class condition; cost $90; will sacrifice for $25. F. A. Shottenheimer, McDonald, Pa.

WILL SELL Pierce four-cylinder, two-speed for $75 cash because needs slight adjustment. Milton Stewart, Santa Barbara, Cal.

BARGAINS IN USED MOTORCYCLES.—Send for list of second-hand and shop-worn motorcycles; prices from $40 to $200; 68 machines to choose from; all guaranteed. New England Motor & Supply Co., 24 Austin street, Worcester, Mass.

"MACK" MOTOR, 4 h. p., single, 1913 model, overhead valves, Schebler carbureter, Splitdorf magneto; run less than 5 miles; $35. 1911 Indian, single, good condition, $50. Box No. 2, Altoona, Pa.

MISCELLANEOUS

MOTORCYCLE SCHOOL.—Operating, riding and mechanical lessons. Learn to ride and repair your machine. Send for circulars or phone. Riverside Motorcycle Garage, 533 West 110th street, near Broadway, New York City, Phone, 5615 Morningside, G. E. Wood.

CEMENTLESS PATCH in one piece, 1⅞ wide, one foot long. Cut your own patch, large or small. to suit. Can mend tear in tube any length. Sample box mailed for 35 cents. Motorcycle Tire Jimmy Co., St. Marys, Ohio.

YOU CAN greatly increase your income by representing our line of lighting systems; our "MATCH LIGHTING LAMPS" sell like wild fire both in town and rural districts. No experience required, profits large, exclusive territory to right parties. Don't delay writing for FREE catalogue and full information. Doud Lighting Co., 175-G No. Sangamon, Chicago.

MOTORCYCLE STOLEN.—$25 Reward. Red Indian, 1913, single cylinder, No. 43E287, Veeder cyclometer, green horn, bicycle lamp, two tool bags, taken about 4 P. M., December 24, while standing in front of church, Lafayette and Patchen avenues, Brooklyn. Notify. W. D. Weaver, 488 Sumner Avenue, Brooklyn, N. Y. 'Phone 29 Bedford.

WANTED.—A sidecar in first-class order; state make of car. W. A. O'Hagan, Charleston, S. C.

GUS ROTHOLZ, agent for Indian and Excelsior, 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2337.

WANTED—Motorcycle man thoroughly experienced in buying and selling Motorcycle accessories; good opening with a large automobile supply house intending to enter the Motorcycle field. Reply S. C., c/o "Motorcycle Illustrated," 51 Chambers Street, New York.

DEALER'S CARDS, Etc.

RIVERSIDE MOTORCYCLE . GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogues and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

HAVE YOUR MOTORCYCLE OVERHAULED now at reduced rates. Repairing done by Louie Campana, who has 9 years experience. Driscoll & Jeanroy, 209 W. 126th street, New York.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge), Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 203 W. 110th street, New York.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 782 Eighth avenue, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 312 Amsterdam avenue, New York City, Eastern distributor.

DURING the winter months I have special rates for overhauling motorcycles. Bring your machine in now. Ferdie Mercier, 704 Prospect place, Brooklyn.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

HAVE YOUR MOTORCYCLE overhauled now. Am opening new repair shop, which will be open day and night all summer, and till 10:30 p. m. all winter. I am your motorcycle specialist. Remember I have had ten years' experience in motorcycle repair work. Have finest garage for my customers and friends at a very low rent. Look me up, as I carry parts for all foreign and domestic machines. Al. Cocchi, Metropolitan Motorcycle Repair Co., 227 W. 83d street, near Broadway, New York. Tel. 7903-Schuyler.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributors, 94 St. Nicholas avenue, New York. Special ! ! ! Luggage carriers to fit only 1913 and 1914 Yale motorcycles, $2.50 cash with order.

PIRATE

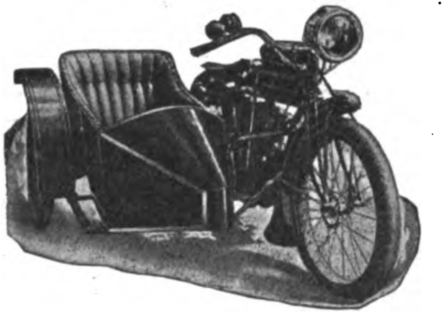
Mr. Dealer, Simplicity, Silence, Safety, Speed, Comfort and Durability. These are the points that the rider seeks in his new mount, and you can convince yourself and him of their presence in the Pirate more easily than with any other machine. Get our catalog. It explains the Pirate quality.

Milwaukee Motorcycle Company
MILWAUKEE, WIS.

Five Pirate Betterments

1. Triple motor lubrication, assuring perfect oiling always.
2. Special Valve Lifting Mechanism, allowing valve full opening five degrees past center, full closing on dead center. Result—wonderfully quick acceleration.
3. "AYRIDE" Seat post giving ABSOLUTE comfort on the roughest roads.
4. Three points of motor suspension, holding motor rigid through the hardest service.
5. Interchangeable loop Type frame permitting the placing of either the single or the twin motor in the same frame.

Baxter Sidecar



"The Quality Car"

The BAXTER is truly the ideal sidecar. It is remarkably light. It is tremendously strong. It is actually beautiful in appearance. It has the true streamline shape, tapering to a point. It is luxuriously upholstered with highest grade imitation leather, with genuine curled hair padding. We have an expert automobile upholsterer devoting his entire time to this work. The leather lining extends to the very nose of the sidecar. The box seats are removable.

The chassis is built of heavy gauge tubing, 50% stronger than last year. Quick-detachable fittings, patented by James S. R. Baxter. Bessemer steel hubs, solid and absolutely unbreakable. Underslung springs, 9" from the ground, making the Baxter the lowest riding car on the market.

The Baxter can be fitted on any machine on the market. Either three or four point fittings at the option of the purchaser. If you are interested, write for complete information.

Dealers—We have recently organized a sidecar service department. This department is to help the dealer solve the sidecar and delivery van problems that spring up to confront him every day in the week. We want to give you scientific advice as regards the most practical method of coralling the sidecar and commercial delivery van business in your town. Write us today, asking about our special $100 delivery van and pleasure body offer. It surely will interest you.

We have confidence in your judgment and in our car. Get them together. For a limited time you may have the Baxter Sidecar or Delivery Van shipped for your inspection free. Write at once for particulars and our new catalogue.

BAXTER SIDECAR CO. 119 Broadway, Cambridge, Mass.

"Talking Points" for Dealers

Sheet steel body—three coats of baked enamel.
True streamline shape—tapering to a point.
Upholstery made by an expert automobile upholsterer.
Curled hair padding in highest quality imitation leather.
Removable box seats, with room for luggage or tools underneath.
Large, roomy and comfortable.
Chassis of heavy gauge seamless steel tubing, with patented quick-detachable fittings. Underslung chassis, 9" road clearance.
Solid Bessemer Steel Hubs.
Either three point or four point connections; the Baxter can be fitted on any machine on the market.

EMPIRE TIRES

MRS. CARSON, Grand Junction, Col.

Grand Junction, Colo., 12-12-13.

Empire Tire Company, Chicago, Ill.

Dear Sirs:-

My husband and I have taken a great many long trips over our rough mountainous roads on our Harley-Davidson, which is equipped with Empire Tires, and so far have had no tire trouble whatever, and have run the machine about four thousand seven hundred (4700) miles during the ten months we have had it.

We have mothing but praise for the Empire.

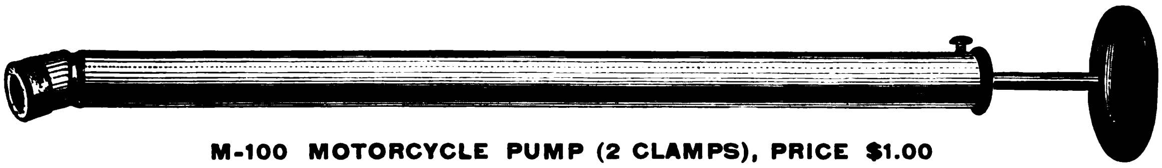
Very truly yours,
MRS. J. FELIX CARSON.

EMPIRE RUBBER & TIRE COMPANY

Factories: TRENTON, NEW JERSEY

A GOOD PUMP AT LAST!!

AUSTIN PATENTED Motorcycle and Bicycle PUMP



1-3 Actual Size

M-100 MOTORCYCLE PUMP (2 CLAMPS), PRICE $1.00

NO TUBE CONNECTION

NO LEAKY JOINTS

1-3 Actual Size

B-20 BICYCLE PUMP (1 CLAMP), PRICE $.50

HARDER TIRES in LESS TIME with LESS LABOR

Always Reliable Powerful Durable Instantly Attached Well Made Carefully Inspected

MANUFACTURED BY

HOMER F. LIVERMORE, 85-87 Pearl Street, Boston, Mass.

Stop the Thief!

With the

Waterbury Motorcycle Lock

The Only Lock Which Cannot Be Forced, Picked or Pried Open.

Easy to Use

Easy to Carry

Riders, go to your local dealer, and ask for the Waterbury Motorcycle Lock. If he does not yet carry it, send us 75c. and lock will be sent prepaid.

DEALERS!
Get our 1914 Prices.

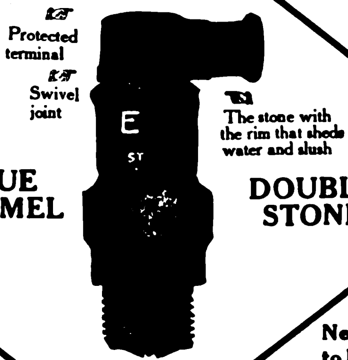
WATERBURY HARDWARE CO., 414 BROADWAY NEW YORK

The Spark Plug for You is the

WEATHER-PROOF

HERZ PLUG

"Bougie Mercedes"


Protected terminal
Swivel joint
The stone with the rim that sheds water and slush

BLUE ENAMEL

DOUBLE STONE

Never needs to be taken out

Never needs to be adjusted

Never needs to be cleaned

Never carbonizes or "Soots up"

A Wonderful Creation of Stone and Steel

Packed in a neat metal box—very handy for small parts

Guaranteed a Year

Insist upon HERZ PLUG on your motorcycle

Ask your dealer

HERZ & CO., New York

Makers of HERZ MAGNETO

"Take that Horn Off My Machine and Attach a Schwarze Electric Horn!"

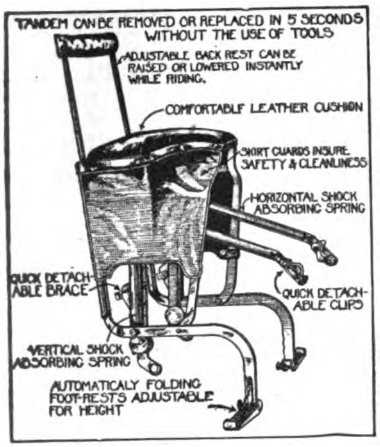
Every rider who sees the SCHWARZE ELECTRIC HORN, hears its loud, clear, distinctive and far-carrying tone, will immediately want to discard his own horn, and attach a SCHWARZE! This sounds like a pretty broad statement, but just try a sample line of SCHWARZE horns, Mr. Dealer, and you'll find what we say is the truth.

WEIGHS A POUND—WORTH ITS WEIGHT IN GOLD

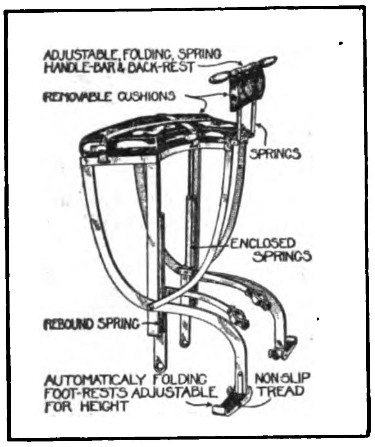
Elegant, compact, up to date, simple and absolutely reliable, the SCHWARZE horn supersedes any warning device on the market today, not only because of its remarkable range, its distinctive tone and its durability, but also because of its remarkably low price.

Write us today for full particulars and dealers' terms. The SCHWARZE will be a permanent addition to every dealer's line, for 1914.

SCHWARZE ELECTRIC CO., Adrian, Mich.


TANDEM CAN BE REMOVED OR REPLACED IN 5 SECONDS WITHOUT THE USE OF TOOLS
ADJUSTABLE BACK REST CAN BE RAISED OR LOWERED INSTANTLY WHILE RIDING.
COMFORTABLE LEATHER CUSHION
SKIRT GUARDS INSURE SAFETY & CLEANLINESS
HORIZONTAL SHOCK ABSORBING SPRING
QUICK DETACHABLE BRACE
QUICK DETACHABLE CLIPS
VERTICAL SHOCK ABSORBING SPRING
AUTOMATICALY FOLDING FOOT-RESTS ADJUSTABLE FOR HEIGHT

NEW STOLL DREAM TANDEM NO. 1.


ADJUSTABLE, FOLDING, SPRING HANDLE-BAR & BACK-REST
REMOVABLE CUSHIONS
SPRINGS
ENCLOSED SPRINGS
REBOUND SPRING
AUTOMATICALY FOLDING FOOT-RESTS ADJUSTABLE FOR HEIGHT
NON-SLIP TREAD

THE STOLL "TOURISTS' DELIGHT" TANDEM NO. 3.

COMFORT SPECIALISTS STOLL FOR MOTORCYCLES

CAREFULLY CONSIDERING THE QUESTION OF COMFORT

1914 STOLL TANDEMS

embody the *features* absolutely *essential* to a really *comfortable* tandem.

Every rider realizes that the comfort in a tandem depends on its shape and the ability of its springs to absorb the road shocks.

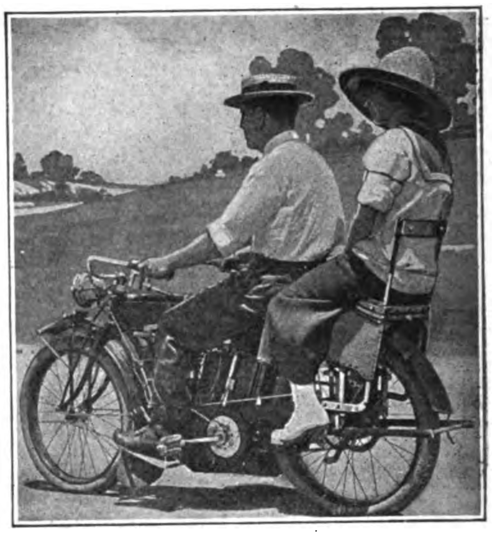
Stoll Tandems are built to "fit the passenger," and they also have the greatest range of spring action of all tandems on the market. They do not hit "bottom," yet they have the lowest saddle position of any spring tandem made; they help, rather than hinder the driver.

For an investment of $10.00 the Stoll Spring Carrier No. 2 provides genuine comfort, through a flexible spring action of more than four inches. This is twice the spring action of any similar priced tandem on the market. For use as a combination tandem and luggage carrier, it is unequalled. In proportion, the entire Stoll line delivers more value at the price.

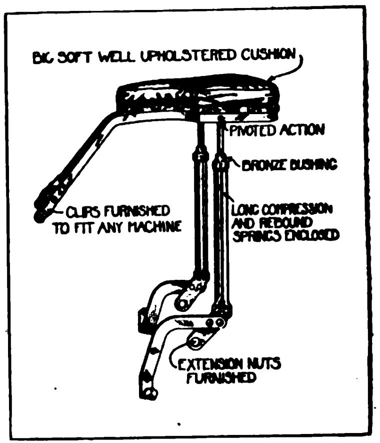
Dealers—The Stoll line provides you with a tandem to suit practically every prospect; and our proposition is very liberal.

Riders—Get our 1914 catalogue B now. It illustrates and describes the features necessary in constructing an easy riding tandem. It's interesting.

The Stoll Manufacturing Co.
33rd & WALNUT. DENVER, COLO.



THE NEW DREAM TANDEM IN USE.


BIG SOFT WELL UPHOLSTERED CUSHION
PIVOTED ACTION
BRONZE BUSHING
CLIPS FURNISHED TO FIT ANY MACHINE
LONG COMPRESSION AND REBOUND SPRINGS ENCLOSED
EXTENSION NUTS FURNISHED

THE STOLL SPRING CARRIER NO. 2.

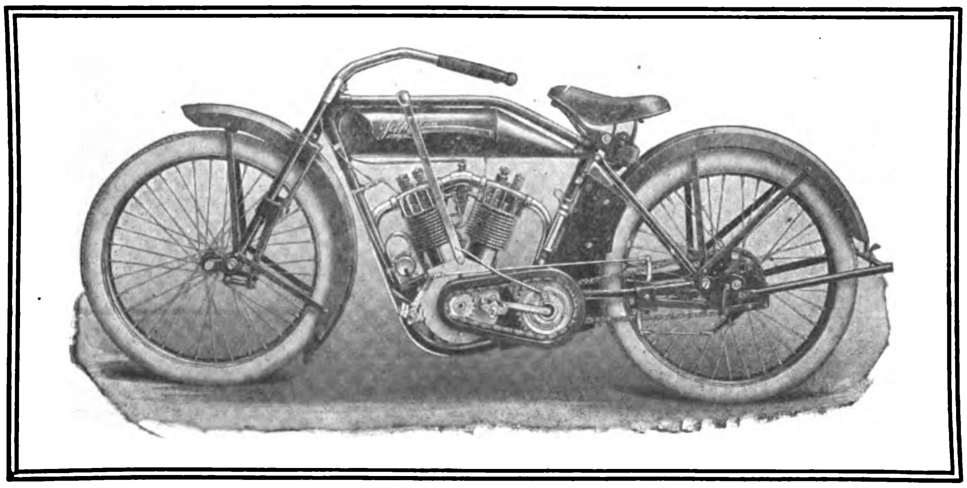
For Live Dealers Only

This advertisement is for the live, alert, clear-thinking dealer ONLY. We don't want to have anything to do with the man whose lines of thought are so narrow that he cannot exercise a little forethought in the selection of a motorcycle. To the thoughtful, far-sighted dealer, whose fingers are on the pulse of the motorcycle market, we offer the

JEFFERSON

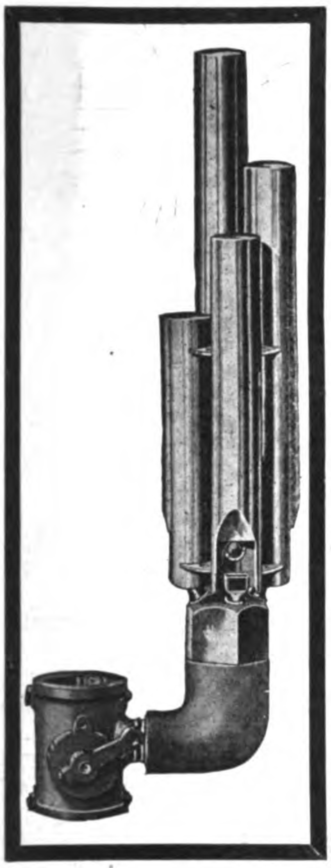
Such a dealer will instantly see that the Jefferson meets EVERY demand of the present-day rider. He notes its beauty, its lightness, its low riding position, its simplicity, its silence, its wonderful leaf-spring comfort and says "Here's the machine I can PUSH."

If you qualify, write for further particulars and learn some "reasons why."



Waverley Mfg. Co.

Jefferson Wis.



The AERMORE Exhaust Horn

“THE HORN HARMONIOUS”

“THE HORN HARMONIOUS”

$5.50 Complete

$5.50 Complete

A Sweet, Clear Melodious Warning Signal

Melody plus range. These are the two unbeatable features of the **AERMORE** Exhaust Horn. Four perfectly blended tones that can be heard blocks away. They warn, yet do not startle. The **AERMORE** Exhaust Horn never robs the pedestrian of his presence of mind. It warns him in plenty of time to escape danger.

The **AERMORE** Exhaust Horn is easily operated. It cannot clog, for dust, dirt and oil are blown out by the exhaust. It is constructed of solid brass, nickel plated. It is easily and quickly attached to any exhaust pipe.

As a selling proposition the **AERMORE** should interest every dealer. A demonstration invariably means a sale. Every **AERMORE** sold means a repeat order. Today is the time to send in your order. The price of the **AERMORE** has recently been reduced. Write for our special proposition.

The Fulton Company
Dept. A.
726 National Ave., Milwaukee, Wis.

FIDELITY
FIDELITY

FIDELITY TAIL LAMPS

THE ONE PIECE ALUMINUM LINE

Acetylene Gas

ADJUSTABLE BRACKET
CAN BE SET AT ANY ANGLE
ILLUMINATES LICENSE
COMPLIES WITH ALL LAWS
A WINNER IN EVERY WAY
JUST THE THING EVERY RIDER NEEDS

Electric

EDISWAN SPRING BASE LAMP SOCKET
CAST IN ONE PIECE OF ALUMINUM
ILLUMINATES THE LICENSE
CAN BE USED WITH ANY ELECTRIC LIGHTING SYSTEM
SMALL AND NEAT

DEALERS — Get them from your jobber—if he cannot supply you—write us.

MANUFACTURED BY **THE FIDELITY BRASS MFG. CO.**
730-38 W. MONROE STREET, CHICAGO.

SEE THAT HINGE?

***LOOK*——**

No matter how fast you go you CAN look when you wear an ***Autoglas*** (Patented May 2, 1911) for your eyes are fully protected as they cannot be with any other style of eye protector. The hinged bridge allows the glass to conform to the curves of the face and excludes all dust, air and wind.

THE ONLY EFFICIENT EYE PROTECTOR

For sale for $5.00 with lenses without focus, or $9.00 with your correction by your dealer or if he hasn't them write us and we will see that you get them.

DEPT. F. **F. A. HARDY & CO.** CHICAGO, ILL.

An Efficient Touring Guide

More than three hundred and fifty motorcycle tours, covering every tourable state in the Union, are illustrated by clear, readable maps and described with striking illustrations in

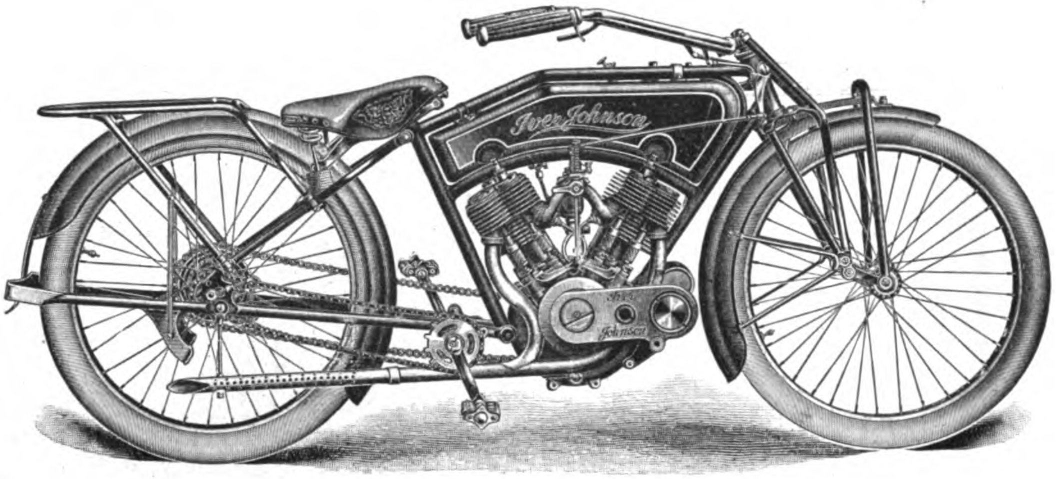
Motorcycle Tours in the U. S.

Points of interest are mentioned and the best available roads are indicated.

PRICE, 15c. POSTPAID.

MOTORCYCLE ILLUSTRATED, 51 Chambers St., N.Y.

IVER JOHNSON



THE PERFECT MOTORCYCLE

Do you realize what that means?
It means a machine that is fundamentally right.
It means the elimination of valve troubles, and oiling problems.
It means perfect bearings, a crank that can't work loose, and a clutch which is the last word in efficiency.
It means the elimination of valve troubles, and oiling problems.

Write for our catalogue and let us explain to you in detail.

IVER JOHNSON'S ARMS AND CYCLE WORKS, 395 River St., Fitchburg, Mass.

New York Office
99 Chambers St.

St. Paul Office
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San Francisco Office
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VISCO MOTORCYCLE Oils

Solve the Lubrication Problem

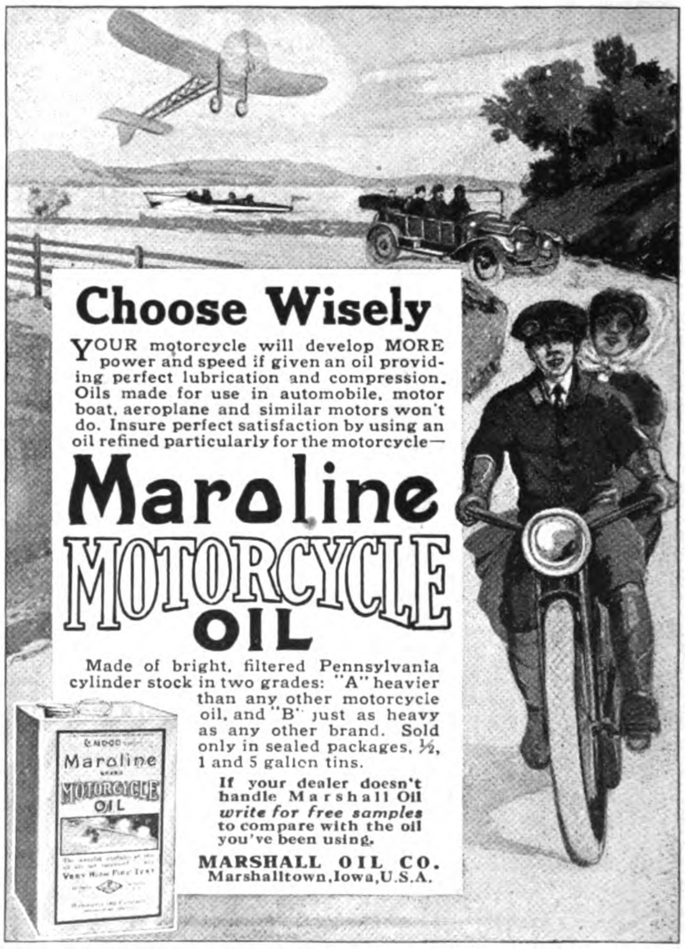
Nothing is more worthy of the rider's careful thought and investigation than the selection of the proper oil for his motor.

The wrong grade of oil sounds the death knell of a motor's efficiency.

Visco Oils are RIGHT for your motor. They remove every last trace of "grind" and "sweeten" its action until it runs like a sewing machine. If your motor is noisy and sluggish, give it a dose of Visco and watch the result.

Write us for authentic oil data. It means dollars and cents to you.

The Visco Motor Oil Co.
Cleveland, Ohio



Choose Wisely

YOUR motorcycle will develop MORE power and speed if given an oil providing perfect lubrication and compression. Oils made for use in automobile, motor boat, aeroplane and similar motors won't do. Insure perfect satisfaction by using an oil refined particularly for the motorcycle—

Maroline MOTORCYCLE OIL

Made of bright, filtered Pennsylvania cylinder stock in two grades: "A" heavier than any other motorcycle oil, and "B" just as heavy as any other brand. Sold only in sealed packages, ½, 1 and 5 gallon tins.

If your dealer doesn't handle Marshall Oil *write for free samples* to compare with the oil you've been using.

MARSHALL OIL CO.
Marshalltown, Iowa, U.S.A.

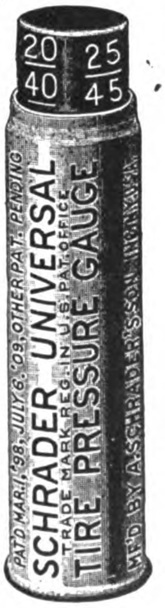
There is as much water for drowning purposes beneath a row boat as there is beneath a battleship—

and the chances of shipwreck are greater on board the row boat than on board the battleship—

Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist
who carries a

Schrader
UNIVERSAL
TIRE PRESSURE GAUGE


20 25
40 45
PAT'D MAR. 1, '98, JULY 6, '09, OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. IN U. S. PAT. OFFICE
TIRE PRESSURE GAUGE
MF'D BY A. SCHRADER'S SON INC. N.Y.

and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver.
Stop inviting disaster and get a life-preserver.
A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

A. Schrader's Son, Inc.
783-791 Atlantic Ave., Brooklyn, N. Y.

Insist Upon Genuine
Mosler Motorcycle Plugs

MOSLER
MOTORCYCLE

Made especially to meet the requirements of all Air Cooled Engines.

Made to stand profuse oil and vibration.

Made to fit any engine; any thread.

Made good enough for aeroplanes.

It is worth a trial.

Used by the leading manufacturers.
For sale by all jobbers and dealers.

A. R. MOSLER & CO.
P. O. Box "M" Mt. Vernon, N. Y.

Frame Parts
Rims
Pulley Rims
Mud Guards

As pioneers in the production of these articles we have acquired a reputation for high quality that becomes an asset to all who use our products.

Our frame parts are made from individual blue prints only and we use in their construction only the finest quality of

"Standard Steel Tubing"

THE LIGHTEST, STRONGEST, SMOOTHEST STEEL TUBING MADE

THE STANDARD WELDING COMPANY
CLEVELAND, O.
OFFICES IN
New York Chicago Detroit

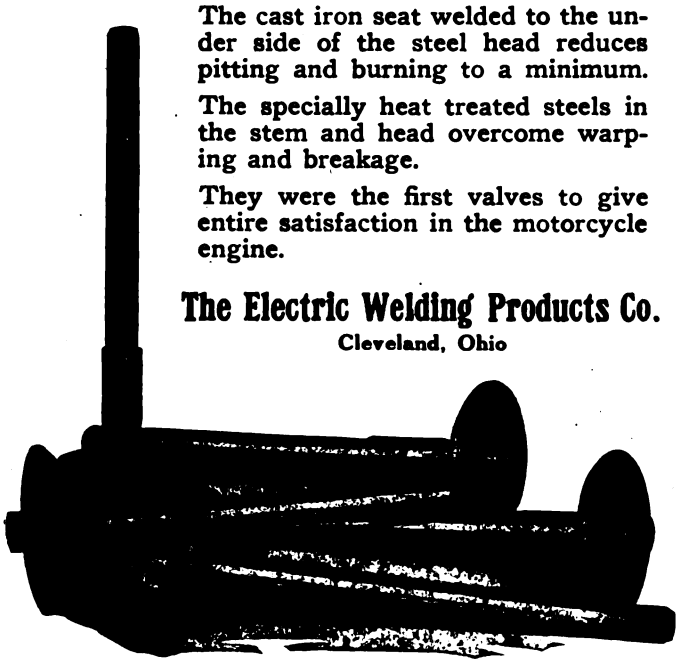
These Valves Answer the Demand

The cast iron seat welded to the under side of the steel head reduces pitting and burning to a minimum.

The specially heat treated steels in the stem and head overcome warping and breakage.

They were the first valves to give entire satisfaction in the motorcycle engine.

The Electric Welding Products Co.
Cleveland, Ohio



Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout
TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made Only by **ROSE MANUFACTURING COMPANY**
933 ARCH STREET, PHILADELPHIA, U. S. A.

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

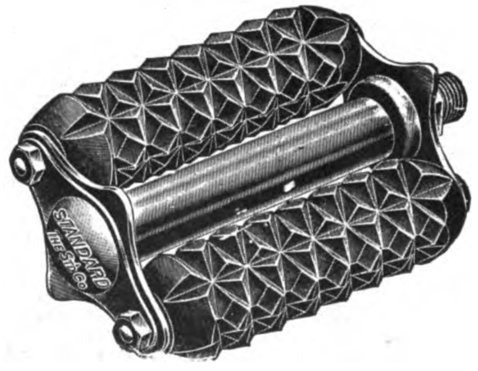
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



NO. 3 MOTOR CYCLE PEDAL

The Standard Co.
Torrington, Conn.

TRADE MARK

Billings & Spencer Tools

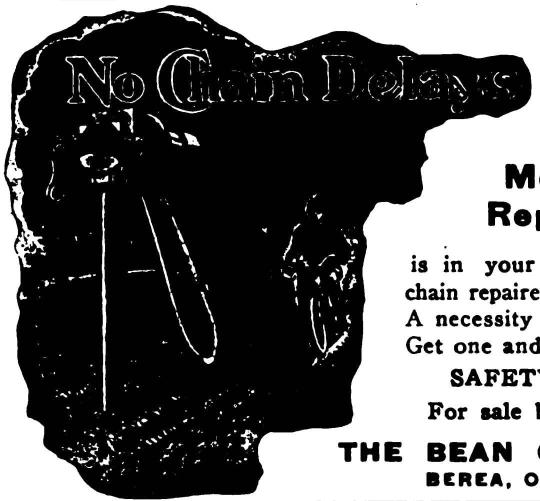
"The Tools of Standard Quality"

afford motorcyclists the highest degree of service, convenience, and durability. Only good steel, skillful workmanship and advanced designs are employed in their construction.

Billings & Spencer motorcycle forgings are made in shops equipped in every respect to furnish manufacturers with forgings of standard and uniform quality. Behind Billings & Spencer products is a manufacturing experience of nearly half a century. The trademark is the trademark of the pioneers in the drop-forging field.

Blue prints receive immediate attention. Prompt shipments assured. Catalogs furnished.

The Billings & Spencer Co.
HARTFORD, CONN.

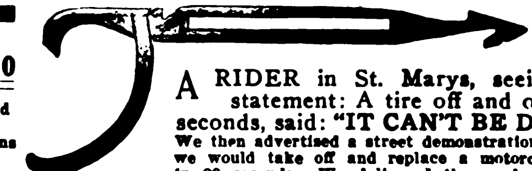


When
the
BEAN
Motorcycle
Repair Tool

is in your kit. Broken chain repaired in 5 minutes. A necessity on every trip. Get one and insure
SAFETY FIRST.
For sale by all dealers.

THE BEAN COMPANY
BEREA, OHIO

IT CAN'T BE DONE



$1.00
Postpaid
with
Directions

A RIDER in St. Marys, seeing our statement: A tire off and on in 29 seconds, said: "IT CAN'T BE DONE"! We then advertised a street demonstration, stating we would take off and replace a motorcycle tire in 20 seconds. We delivered the goods before a number of witnesses—doing the stunt in 15 seconds.

CAN YOU BEAT IT?

Tires can be handled while wearing mittens or gloves. Send for booklet giving full description. Jobbers and Dealers write for particulars.

MOTORCYCLE TIRE JIMMY CO., St. Marys, Ohio

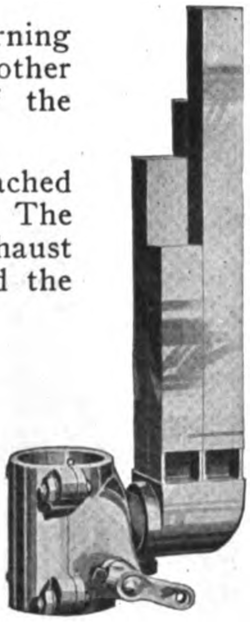
TRINITY CHIMES
THE LEADING EXHAUST HORN
FOR MOTORCYCLES

A clear, distinct signal, warning pedestrians and drivers and other vehicles of the approach of the Motorcycle.

"Trinity Chimes" can be attached to any make of motorcycle. The cut-out valve is set in the exhaust pipe between the Engine and the muffler.

No batteries nor wire connections to get out of order. Just attach the horn and the exhaust does the rest.

GET THEM AT YOUR DEALERS



The Coming Manufacturing Co.
Railway Exchange **Chicago, U. S. A.**

MOTT RIMS

MOTT RIMS are made in a plant devoted exclusively to the manufacture of steel rims—and NOTHING ELSE. The degree of attention paid to smallest details, the remarkable efficiency of its mechanics, the high quality of raw materials employed—these are the things that tend to make MOTT RIMS what they are—powerful, durable, elastic and light.

It is a significant fact that while the number of breakages to various other parts of motorcycle construction in endurance runs and reliability tests is legion, breakage of rims is almost unheard of—because the majority of motorcycle manufacturers wisely equip with

Mott Steel Rims

The Clincher Automobile Tire Manufacturers' Association, comprising all the reputable tire manufacturers in the United States, demand that all rims on which their tires are guaranteed must bear the stamp of the association. Every MOTT RIM bears this stamp on the seat of rim. Look for it.

REG. U.S. PAT. OFF.

WE are prepared to figure on 1914 requirements NOW.

Mott Wheel Works, Utica, N. Y.

NEW CATALOG 300 PAGES Ready Now MOTOR CAR MOTOR CYCLE MACHINISTS BICYCLE **SUPPLIES and BICYCLES**

WHOLESALE ONLY Dealers Get Your Name In

MOTOR CAR SUPPLY CO., 1451-1453-1555 Michigan Ave., **Chicago**

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"The Magazine That Is Different"

You should take at least one non-technical magazine and keep up-to-date on the new wonders and advances in electricity and mechanics.

Modern Electrics & Mechanics illustrates and describes these subjects in a style that you will easily understand and enjoy. It contains from 128 to 160 pages monthly and is full of instructive and valuable articles on how to make things at home and answers your questions free. 15 cents per copy on newsstands, $1.50 per year by subscription.

To acquaint new readers with this distinctive magazine we will send a 3 months' trial subscription for 25 cents, stamps or coin.

Can you think of a better investment for a quarter? Better send today.

Modern Electrics & Mechanics
281 Fulton St. New York

"Shocks and Bumps Don't Bother Me"

"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave. Toledo, O.

J-M (Mezger) SOOT-PROOF SPARK PLUG

GENUINE
J-M
(MEZGER)
SOOT-PROOF
PATENTED

No soot—so will not short-circuit. Porcelain insulation becomes so hot at tip end when plug sparks that soot is burned up instantly.

Porcelain withstands rapidly changing temperatures. Never cracks or breaks. Millions in use.

Guarantee: If any plug does not give satisfactory service, we will supply a new one or refund purchase price.

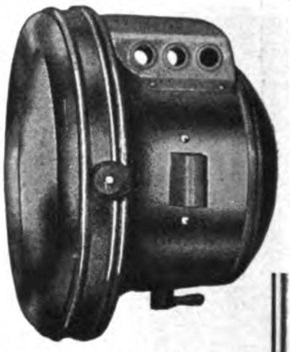
Price $1.00. Sold by most dealers or shipped direct from our nearest Branch.

Write for Interesting Booklet.

H. W. JOHNS-MANVILLE CO.

Albany, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Dallas, Detroit, Indianapolis, Kansas City, Los Angeles, Louisville, Milwaukee, Minneapolis, New Orleans, New York, Omaha, Philadelphia, Pittsburgh, San Francisco, Seattle, St. Louis, Syracuse 2228

The Lamp that Make Daylight Last Longer



B & L Motorcycle Lamps are constructed on a wonderful principle, a principle that assures better lighting service to every B & L equipped rider. The double diffusion and concentration principle assures a double flow of light, one direct and the other diffused.

B & L LAMPS

Their sturdy, compact, enduring construction has long made B & L Automobile Lamps the prime favorite among motor car owners. This success will undoubtedly be repeated in the motorcycle field.

JOBBERS SHOULD WRITE FOR PARTICULARS AND CUTS

B & L AUTO LAMP CO., 507-509 W. 35th St., New York

SAMSON
LOUD—STRONG—SIMPLE
MOTORCYCLE ELECTRIC HORN
FIRST MADE—STILL BEST

Our No. 22 Samson Horn has solved the problem—thousands are in use and they have proven uniformly satisfactory.

Our No. 30 Case and Special No. 3 long-lived battery recommended.

Two or three dry cells furnish enough current.

(This horn cannot be run off of magneto.)

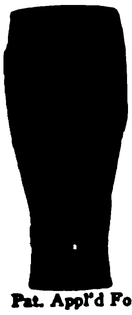
Liberal Discounts to Dealers.

AMERICAN ELECTRIC CO.
Makers
State and 64th Sts., CHICAGO, ILL.

$5.00 Horn
Push and Cord, No. 30 Battery and Carrying Case $1.50 extra.

FEDERAL MOTORCYCLE TIRES "EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee



HALOO "Q D"

No bothersome buckles and straps on the

Halco "Q D" Putties

You can put them on and off in the dark, in a jiffy—and yet the "Q D" fastener holds securely.

The two sizes. Medium and Large, can be adjusted to fit any leg.

In Addition

to the beneficial convenience of the "Quick Detachable" feature in HALCO "Q D" PUTTIES, you get the finest selected leather, thus assuring of long wearing quality. Write on your letterhead for catalog P. D. Q., and mention your dealer's name.

Pat. Appl'd For

The Quickest Seller Ever Sold

Everybody's Buying Them

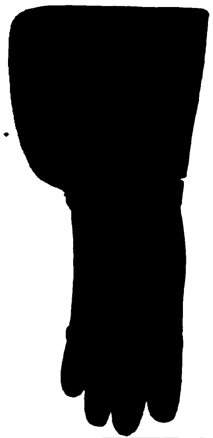
THE HAGERSTOWN LEGGING CO., Hagerstown, Md.

RAJAH

MOTORCYCLE PLUG

Made with a short porcelain, to withstand the extra strains of motorcycle use. The firing point is the right length for the best results in present motorcycle construction. Three models—metric, ½-inch and ⅞ x 18. The metric has a special cap to take the Indian connection. A thumb-nut terminal also is furnished with each plug for convenient attachment to machines which have not the Rajah or Indian connection on the spark plug wires. **Price, $1.25 Postpaid.**

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

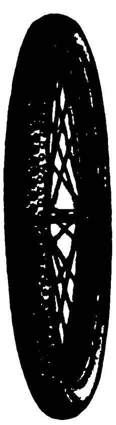


WEAR-PROOF BRAND MOTORCYCLE GAUNTLETS

PLAIN OR EMBOSSED CUFFS

Our line for 1914 has been greatly enlarged and we now have one of the largest exclusive lines of Motorcycle Gauntlets ever shown. As specialists in this line we can serve your needs better than firms who make all kinds and use Gauntlets as a side issue. Our salesmen are now showing the 1914 samples. A postal will bring a representative to you. It will pay you to look this line over before placing your spring order.

GLOVERSVILLE GAUNTLET CO.
Box 2-2-2, Gloversville, N. Y.



We Ship On Approval

And Allow TEN DAYS' FREE TRIAL

The best "Nonskid", puncture-proof device for automobiles, commercial cars and motorcycles

Try Them At Our Expense

Be your own judge—don't take anyone's word for it. *"The proof of the pudding is in the eating."*

Perfect Score in 4 Glidden Tours

Twin Cities to Fargo, N. D., 1909.
Twin Cities to Helena, Mont., 1911.
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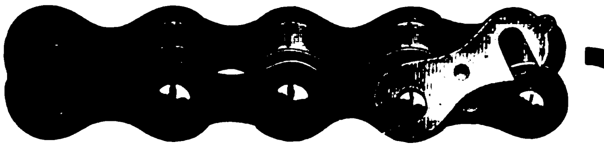
It only costs one cent to learn our prices and guarantee on "Brictson" Detachable Treads.

Write Today for Full Particulars.

THE BRICTSON MFG. CO.

2514 Main Street **Brookings, S. D.**



For accuracy, strength, economy and long service use

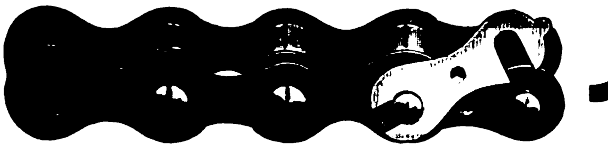
Diamond Motor Cycle Chains

Built and tested to give most satisfactory service to most exacting people.

LOOK FOR THIS
TRADE ◇ MARK

Diamond Chain & Mfg. Company
Indianapolis, Indiana

Capacity 8,000,000 feet per year



ELLIS CHAIN DRESSING

FOR ALL TYPES OF ROLLER CHAINS

Mr. Rider:—

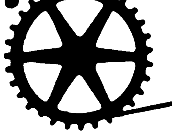
Did you ever stop to think about that roller chain that transmits the power to take you up hill and through sand? That chain is put to more strain than any other part of the machine, so naturally, it should have care. A belt transmission must be taken care of or the life is short; the same applies to chains. If a chain is never oiled the rollers soon stick and it is but a short time until the sprockets are worn out and the chain stretched beyond usage, and yet if oil is put on the chain it will collect dust, which soon grinds out the sprockets and rollers. The Ellis Chain Dressing overcomes all the above troubles; chains after being dressed with it run practically dead quiet and with the smoothness of a belt drive. The dressing will not collect dust, and a chain needs to be dressed only every seven or eight hundred miles. By actual tests it has lengthened the life of chains 40%. One-half pound retails for thirty-five cents and will dress a chain fifteen to twenty times. For a short time we will send one-half pound to any address upon receipt of the above price.

Dealers, ask your jobber; if he can't supply you write us.

Jobbers, if you are looking for a live article we have it.

Ellis Chain Dressing Co.

128 N. Lawrence **Wichita, Kans.**



SPROCKETS

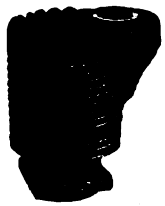
HYDRAULIC PRESSED STEEL CO. CLEVELAND OHIO.

WE GIVE

Better service on Parts than most manufacturers—to satisfy yourself—TRY US. We carry in stock for: Thor, Indian, F-N, M-M, Royal-Pioneer, Curtiss, Marvel, also for all models Eclipse Clutches and Coaster Brakes, as well as Thor, Corbin and New Departure Brakes. We repair broken Crank Cases, Cylinders and other Castings by the Oxy-Acetylene Welding Process.

THE NEW YORK MOTORCYCLE CO., Inc.

Thor Distributors 782—8th Avenue, New York



CYLINDERS

Are our Specialty

(From Customers' Patterns Only)

Also Pattern Work

WRITE FOR PRICES

RACINE FOUNDRY CO., Racine, WIS.

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 13, Station G.

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SECURITY

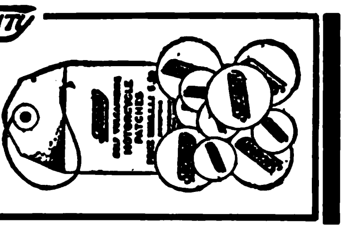
Self - Vulcanizing Patches

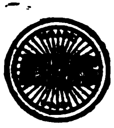
Satisfy every user by making permanent repairs, same as if made with a steam vulcanizer by an expert repairman. Applied in one minute's time with the use of gasoline. ANY ONE CAN USE THEM.

MOTORCYCLE KIT 50c—12 Patches Complete

Satisfaction Guaranteed

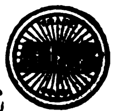
The Security Co., 16 Shingiss St., Pittsburgh, Pa





IT PAYS to handle Up-to-date Motorcycle Fabric and Metal

SPECIALTIES!



Write today for our 1914 Catalog which is being compiled now.

ATLAS SPECIALTY MANUFACTURING COMPANY

219-221 North Michigan Avenue CHICAGO, ILL.

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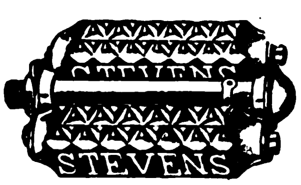
WHY NOT PATENT THAT INVENTION!
IT MAY MAKE YOUR FORTUNE.

My expert, confidential and personal service insures protection.

Booklet Free. Tells how I save you money. Send model or drawing, description and $5 to start your case.

LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W.,
Washington, D. C.



STEVENS'

Celebrated Motorcycle Pedals

AND

BLUEMEL'S CELLULOID FRAME PUMPS

The Standard of the World

STEVENS & CO., 375 BROADWAY New York

A TEN DOLLAR DEPOSIT

will bring to your address any of these: EXCELSIOR—twin, 1911, magneto, free engine, $135. THOR—twin, 7 h.p. magneto, free engine, 2-speed, $160. THOR—single, 5 h.p. magneto, free engine, '12 model, $125. INDIAN—twin, magneto, free engine, 7 h.p., $135. HARLEY-DAVIDSON—Battery, 4 h.p., '10 model, excellent, $60.

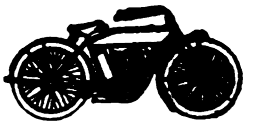
WHIPPLE, The Motorcycle Man

Whipple Motorcycle Bldg. 1227 W. Jackson Blvd.

Advertise Your Wants in

THE MART

THREE CENTS A WORD



TEMPTING MOTORCYCLE BARGAINS

You will find in our large, high grade assortment of slightly used motorcycles, probably *just the Motorcycle you want* at *just the price you want to pay.*

Send us a postal for Complete Bargain List and Prices.

GREEN'S PURCHASING AGENCY

Dept. M.I., 1587 BROADWAY (Cor. 48th St.) NEW YORK CITY

The Motor's Friend

Help your motor produce better service. Use the

ACKLEY SPARK COILS

Absolutely Dependable. Efficient Ignition. Liberal Guarantee.

Write today for prices and particulars

ACKLEY ELECTRIC CO., Electric Building, **Cortland, Ohio**

YOUR H. P. INCREASED

by regrinding your cylinder and fitting new piston and ground rings, which is our specialty. Our regular $15 guaranteed job, only $10.50 for the next 30 days. Send your cylinder NOW.

PEERLESS MOTORCYCLE CO. 32 Bradlee St. Dorchester, Mass.

THE NEW "N. A." BREEZE

Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market.

Works Perfectly When Throttled Down to 280 Revolutions Per Minute.

At over 3,500 revolutions it is just as effective.

All air ports have been enlarged.

A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.

Send for free catalog. Our Engine Trouble Text Book, 54 pages, will be mailed for 10 cents.

BREEZE CARBURETER CO. NEWARK, N. J.

All Sizes and Styles $1

Red Head
TRADE MARK
SPARK PLUG

Emil Grossman Mfg. Co., Inc.

Bush Terminal,
Building 20,
Brooklyn (N. Y. City), U. S. A.
844 Woodward Ave., Detroit, Mich.

Jericho Motorcycle Horn

Price complete, $4.50

Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or

THE RANDALL FAICHNEY CO., Mfgrs. - - Boston, Mass.

HARRIS
TRADE MARK REG. U.S. PAT. OFF.
OILS

We call HARRIS MOTORCYCLE OIL the "Repeat Order" oil, because users invariably come back for more. It will make your machine run better.

Send for 1 gallon can, 80c.

A. W. HARRIS OIL CO.
326 S. WATER STREET - - - PROVIDENCE, R. I.
143 NO. WABASH AVENUE . - . CHICAGO, ILL.

HARRIS MOTORCYCLE
A. W. HARRIS OIL CO.

"A Little Goes A Long Way And Every Drop Counts."

CASH

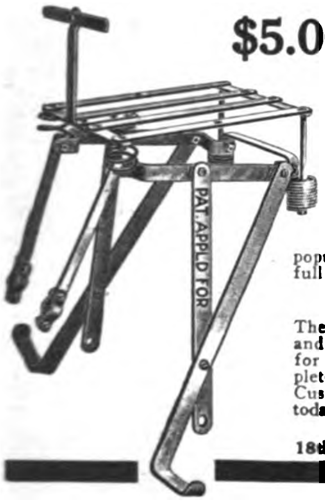
For your motorcycle, or we will take it in trade on one of our new 1914 PEERLESS TWINS, 10 h. p., allowing you liberally for yours. Write

PEERLESS MOTORCYCLE CO. Box Grove Hall Boston, Mass.

MOTORCYCLE TOURS IN THE UNITED STATES

339 tours through every tourable State in the Union. Handsome illustrations of scenic splendor throughout America. A handy, reliable touring guide. Price, 15 cents.

MOTORCYCLE ILLUSTRATED
51 Chambers St., N. Y.



$5.00 For This Carrier
and
Seat Complete

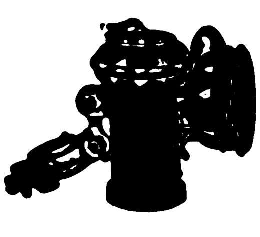
Most jobbers and dealers are prepared to furnish Wald Rigid and Spring Carriers. We illustrate our carrier and seat No. 175. This is one of the most popular carriers on the market. Write today for full descriptions of

Wald Carriers

They are made of the finest materials. Jobbers and dealers not yet supplied should write today for our new 1913 proposition. We make a complete line of Combination Carriers and Seats, Cushions, Extension Nuts, etc. Riders, write us today.

WALD MANUFACTURING CO.
18th and Martin Ave. Sheboygan, Wis.

COLUMBIA BICYCLE AND MOTORCYCLE
HEADLIGHTS



Generators
Tail Lamps
and
Sundries

Jobbers write for our Catalogue and Prices
HINE-WATT MFG. CO., 180 No. Market St., Chicago, Ill.

Power!

MACK
"THE MIGHTY MOTOR"

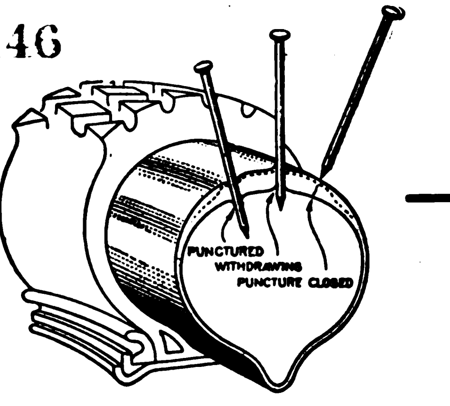
Buy our motor and you will get Power, flexible, silent and cool; this is secured by overhead valves, annular ball bearings, special alloy steel parts and mechanical oil pump. Another feature very prominent on our motors is the omission of numerous small parts. This gives you simplicity, which is demanded on motors for use on motorcycles and cyclecars.

SINGLES—4 and 5 Horse Power
TWINS—7 and 9 Horse Power

We furnish this motor in either nickel finish or plain. Write for circular.

UNIVERSAL MACHINERY COMPANY
1913 St. Paul Ave. Milwaukee, Wisconsin

644146



Brown Scientific Non-Deflating
Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by reason of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

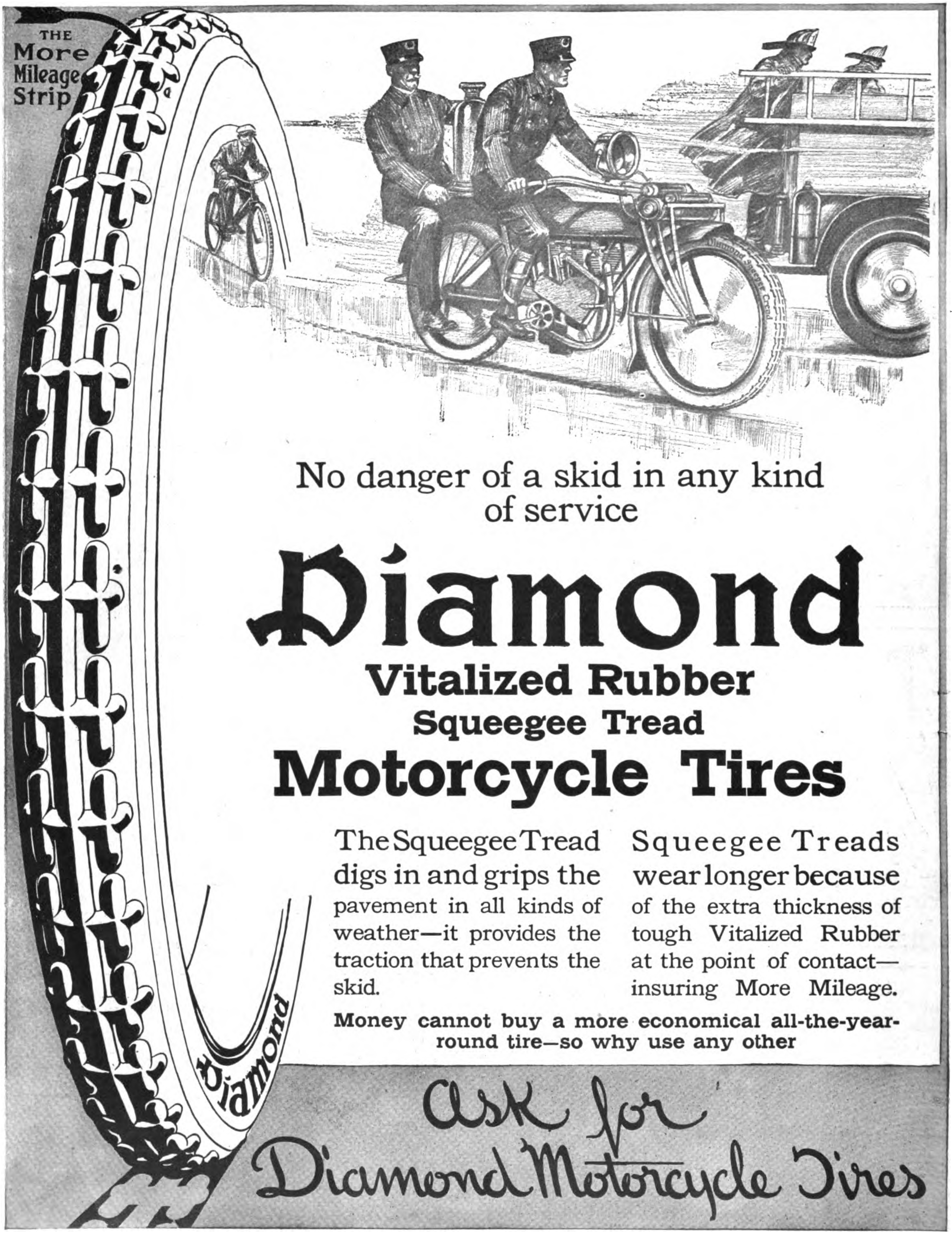
Write for prices, full description and sectional sample.

VOORHEES RUBBER MFG. CO.
Sole Manufacturers
Main Office and Works: 18 to 46 Bostwick Ave.
JERSEY CITY, N. J., U. S. A.

NEW YORK STORE
38 Vesey Street

BOSTON STORE
280 Columbus Ave.

644146



No danger of a skid in any kind of service

Diamond

Vitalized Rubber

Squeegee Tread

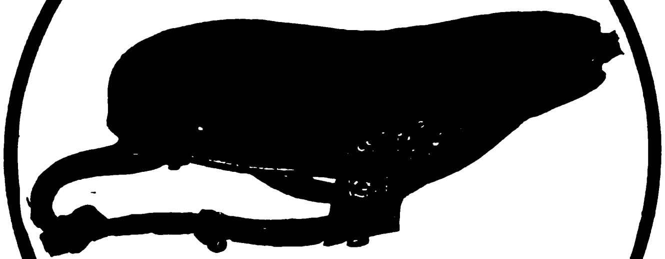
Motorcycle Tires

The Squeegee Tread digs in and grips the pavement in all kinds of weather—it provides the traction that prevents the skid.

Squeegee Treads wear longer because of the extra thickness of tough Vitalized Rubber at the point of contact—insuring More Mileage.

Money cannot buy a more economical all-the-year-round tire—so why use any other

Ask for
Diamond Motorcycle Tires



Superba "Suspension Cushion"

Make Friends With The Road

If you are not on good terms with the road, no matter what its condition, if you're uncomfortable, here's the real peacemaker—everything will run smoothly with you if you equip with the

MESINGER SUPERBA

Leaf Spring Motorcycle Saddle. The rider astride a Mesinger Saddle finds the same supremely luxurious comfort as though he were sitting on a deep, soft velvet cushion. The smooth, vibrationless swinging action afforded by the Mesinger Superba, with its leaf springs, with not the slightest sign of jarring or rebound shock, the big, roomy, shape-retaining, non-stretching leather seat—these features make for comfort at the beginning, in the middle and at the end of the day's run.

Nine chances out of ten you're a Mesinger rider. If not—

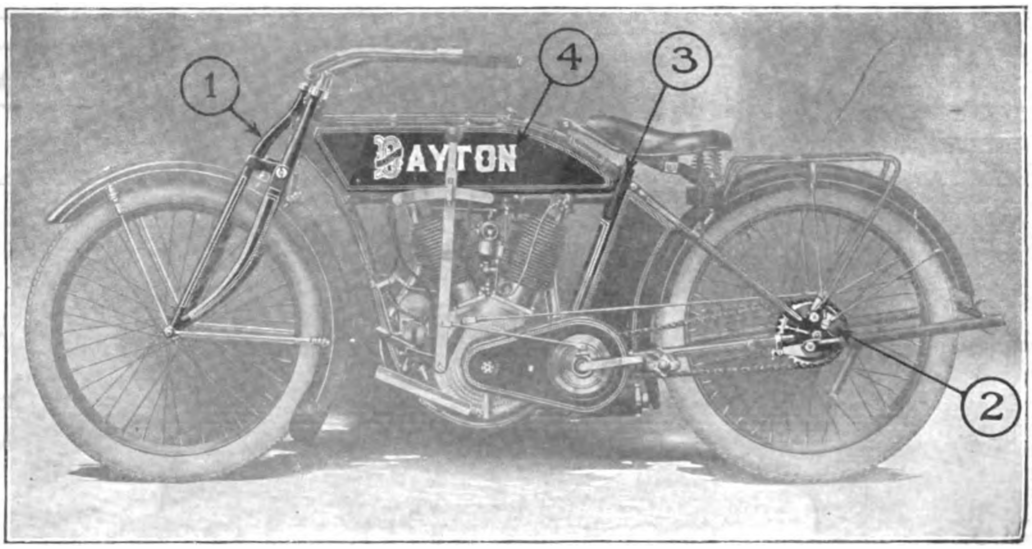
"ASK THE RIDER AND WATCH HIM RIDING"

H. & F. Mesinger
Mfg. Co.

Austin Place & 144th St.
NEW YORK

Superba "Auto Cushion"

DAYTON



These exclusive features on the 1914 Dayton *compel* attention

1 The Dayton Rocker Spring Fork. *This one sensational feature on the new Dayton has entirely eliminated the vibration and jarring that are so common at the front end of a motorcycle. It is built of extra strong vanadium steel spring and is so constructed as to completely care for both the vertical and horizontal impacts. The Dayton Rocker Spring Fork is one of the most talked of motorcycle innovations for the year* 1914. *Found exclusively on the Dayton motorcycle, for which it was especially designed.*

2 The Davis Band Brake. *This wonderful brake is made on the automobile type and has an unlimited margin of reserve power. It is practically indestructible and cannot bind or lock in any way. This brake, found only on the Dayton motorcycle, has helped to make the Dayton nationally popular in a very short time. Motorcycle riders all realize the importance of having a dependable brake on the machine they ride, and they have come to know after all practical tests the strength and reliability that is in their mount when they ride a Dayton motorcycle equipped with the Davis Band Brake.*

3 The Dayton Spring Seat Post. *This specially constructed seat post takes care of all bumping and jolting that occurs at the rear of a motorcycle. Dayton motorcycles being equipped in front with the Dayton Rocker Spring Fork and in the rear with the Dayton Spring Seat Post, give Dayton riders the utmost in the way of jarless, joltless motorcycle riding. The Dayton Seat Post can be regulated with very little trouble to suit any rider's weight The Dayton Spring Seat Post on a Dayton motorcycle is the strongest assurance that any rider can have of "comfort" in motorcycle riding.*

4 Combination Gasoline and Oil Tank. *This Combination Gasoline and Oil Tank has a capacity for 2½ gallons of gasoline and 2 quarts of oil. The entire supply of gasoline is carried in the main compartment. The regular supply is drawn through a 2-inch stand pipe and by means of a specially constructed valve, the reserve supply is drawn through the same valve by simply giving the cock a one-half turn. The tank is strongly constructed and amply reinforced.*

5 The Price. *All of these innovations have cost the purchaser of the new Dayton nothing extra. The 7 H. P. Dayton at $265 and the 9 H. P. Dayton at $275 are the prices that have always been asked for the Dayton. These prices are exceptionally moderate for this heavy, well-balanced, strong, sturdily constructed machine. The service of the Dayton motorcycle under all road, weather and time conditions is the best proof of all of this.*

Dayton Dealers have a Permanent Asset in the Dayton Agency

Davis Sewing Machine Co., Dept. B **DAYTON, OHIO**

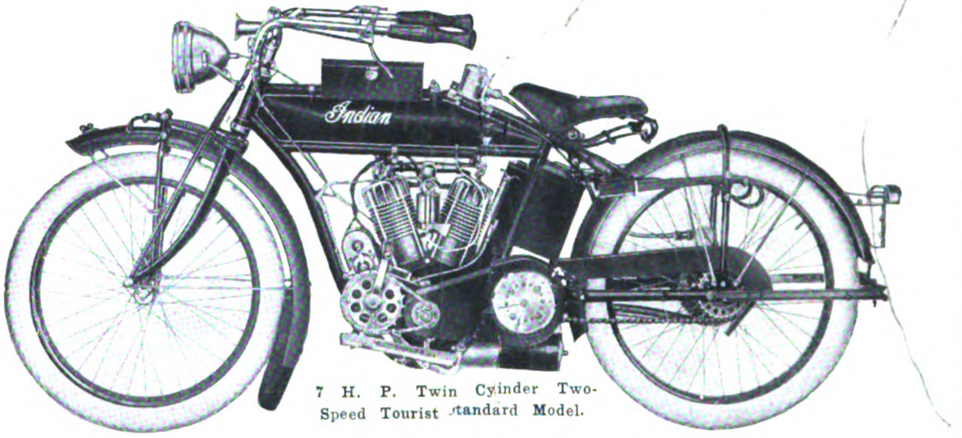
TEN CENTS

IN THIS ISSUE: "A $50,000,000 INDUSTRY"

MOTORCYCLE ILLUSTRATED

Issued every other Thursday by the Motorcycle Pub. Co.
51 Chambers Street, New York

SECOND JANUARY NUMBER
THURSDAY, JANUARY 22, 1914



7 H. P. Twin Cylinder Two-Speed Tourist Standard Model.

Price $300, F. O. B. Factory

"It's An Indian Two-Speeder"

The Two-Speed Gear is in the forefront of motorcycle discussion. It is important to remember, when considering the purchase of a two-speed machine, that five years ago the two-speed device was introduced and advocated by the

Indian Motocycle

For five years the Indian Two-Speed Gear has been rolling up a great record of successful service. **For five years** it has been submitted to the severest test of all—actual use.

The Indian Two-Speed Gear is **not** offered as a 1914 improvement but as a tried and true mechanical feature. Its engineering principles are firmly established both at home and abroad.

The Indian Two-Speed Model has the qualifications to conquer any road, regardless of surface conditions. It has the power to start midway on tortuous grades and gain speed every foot of the way to the top.

The Indian Two-Speed Gear is a certainty—and you should not be satisfied with anything less than a **known and proven mechanical achievement.**

Over 15,000 Indian Two-Speed Models Made and Sold

Send for the 1914 Indian Catalog. Ask any Indian Dealer for a Demonstration.

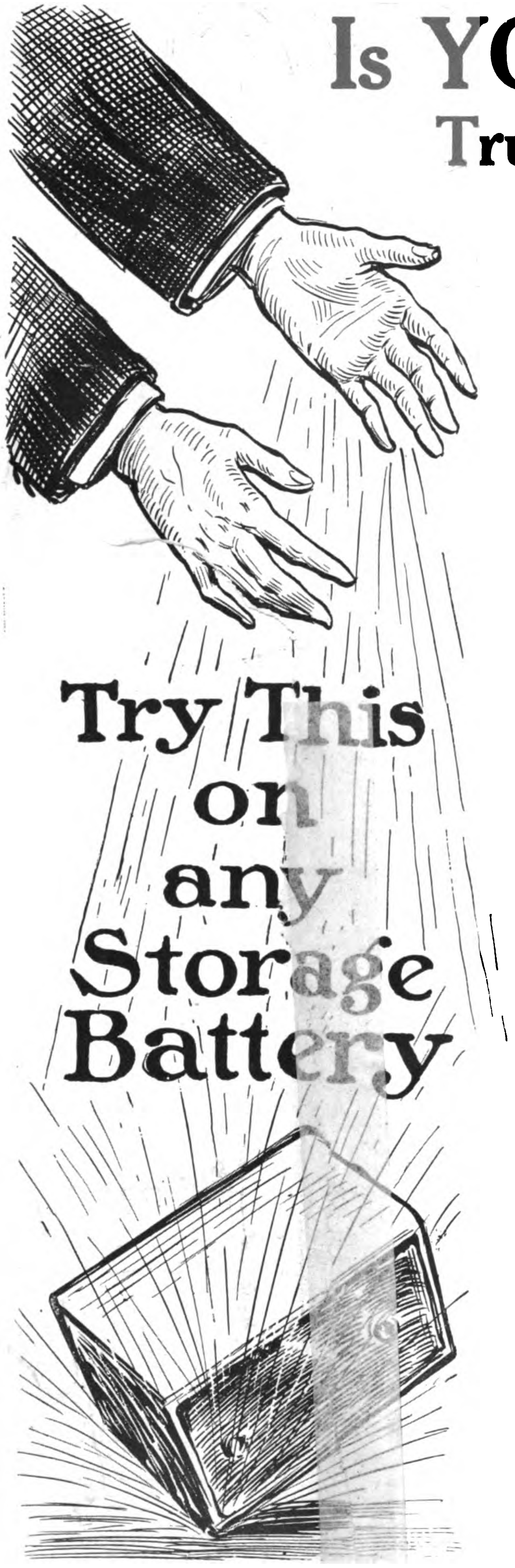
Hendee Manufacturing Co., Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago
Dallas
Kansas City
San Francisco
Minneapolis
Atlanta
Denver
Toronto
Melbourne
London

Is YOUR Motorcycle Trustworthy at Night?



Try This on any Storage Battery

It isn't if your light and your safety depend upon a toy storage battery, a mess of delicate connections and the experiments of any electric lighting system.

You have two ways open in the choice of your lighting system.

You can investigate first and use safe, reliable, satisfactory Prest-O-Lite.

Or you can experiment with electric lights and prove their shortcomings at your expense.

How About This?

Ask the dealer who tries to sell you a storage battery to hold it three feet from the pavement and let it drop.

See what happens.

The same thing happens if your electric lighted machine is tipped over from the curb or if you take a spill, and storage batteries cost money.

If the dealer won't risk such a test, why should you risk your safety on such equipment?

To The Dealer

If you are making any combination equipment offers, include Prest-O-Lite.

It pays you a fair profit and you don't have to put all the money back into free service, repairs, adjustments and smoothing out "kicks."

You know that you can stand behind Prest-O-Lite.

And if your customer—in spite of advice and experience—insists upon electric lights—

Go ahead—sell him—

But don't be responsible for the troubles. Let him pay for his experience—don't you "hold the sack."

30 Days' Free Trial

Our 30-Day Free Trial Offer gives you ample time to prove every assertion about Prest-O-Lite.

Ask the maker of any other system to let you try his light for thirty days.

He will doubtless prefer to have you pay the cost of experimenting. Don't do it! Make him give you proof just as Prest-O-Lite does.

In Any Combination of Equipment, Insist Upon Prest-O-Lite

Several manufacturers and dealers are now offering a combination of equipment at an attractive price.

Any such dealer, no matter what motorcycle he sells, will give you Prest-O-Lite, instead of electric light, if you insist.

And if you know the real facts first, you will insist.

Use the coupon.

The Prest-O-Lite Co., Inc. 246 Speedway Indianapolis, Ind.

(Contributor to Lincoln Highway)

Exchange Agencies Everywhere

The Prest-O-Lite Co., Inc.,
246 Speedway, Indianapolis, Ind.

Send me free copy of Speedway Test Reports and other information about lighting systems.

....

....

....

(Are you a dealer?......................)

The Guarantee Given With The

CORBIN-BROWN SPEEDOMETER

"The Speedometer of Absolute Accuracy"

was the first guarantee fair to the manufacturer, fair to the dealer, and fair to the consumer.

No attempt was made to stimulate sales through an extravagant guarantee which would eventually have to be revoked.

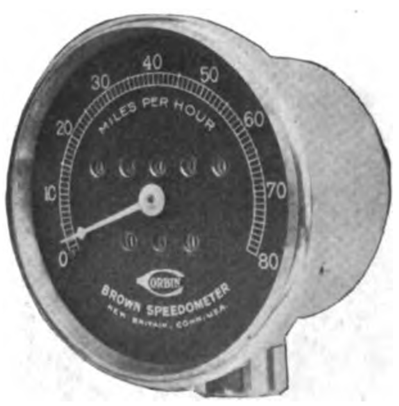
We issued a guarantee that completely insured a full year of service—no more—no less. We did not endeavor to dazzle the unsuspecting with claims as untenable as they were spectacular.

The result has been that where others have hedged, modified, and radically changed their guarantee, the Corbin-Brown's guarantee has never been altered. It is the same today as when the Corbin-Brown was first introduced.

THE GUARANTEE:

The Corbin-Brown Speedometer is guaranteed for twelve months from date of sale. We will replace any defectvie parts due to mechanical defects or workmanship, if returned prepaid to our factory subject to our inspection.

Write for 1914 Catalogue.



THE CORBIN-SCREW CORPORATION

THE AMERICAN HARDWARE CORPORATION, Successors

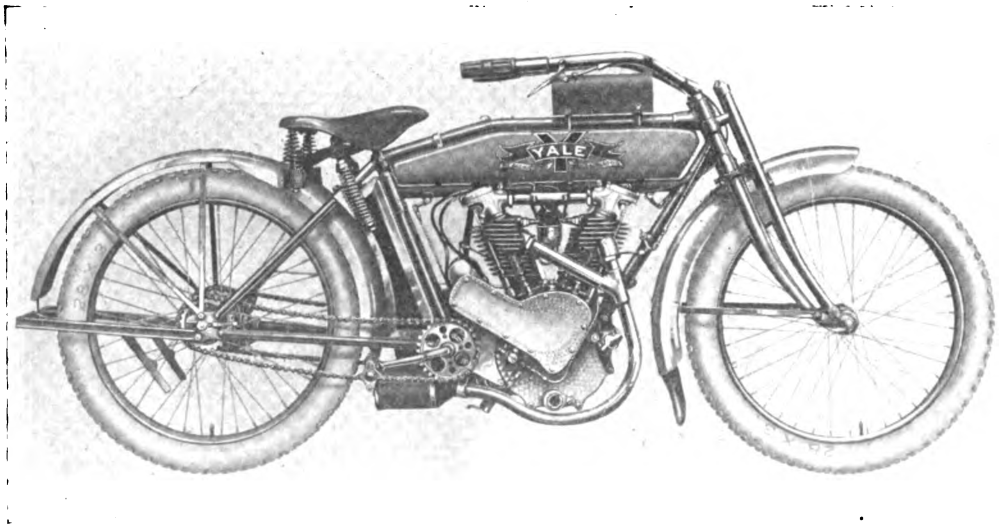
New Britain, Conn.

BRANCHES: **New York** **Chicago** **Philadelphia**

Yale Dealers Know 191

ALREADY the last trace of doubt has been eliminated from the minds of Yale agents—they know that the coming season will be one of unequalled success for all of them, for the enthusiastic reception of the new Two-Speed Yale by riders all over the continent is resulting in more sales and easier sales than the industry has ever known before.

With the supreme ability of the "Big Y" so plain and so easy to demonstrate, Yale dealers know that 1914 holds record-breaking prosperity for them, for the rapidity with which they have made sales since the new Yale was announced in November proves that riders realize and appreciate the value of this new and better kind of motorcycle.



RIGHT side of big Two-Speed Yale Twin, showing its clean-cut, businesslike lines. Motor with valve mechanism enclosed. Cooling flanges set horizontal to permit air currents to cool rear cylinder as well as front.

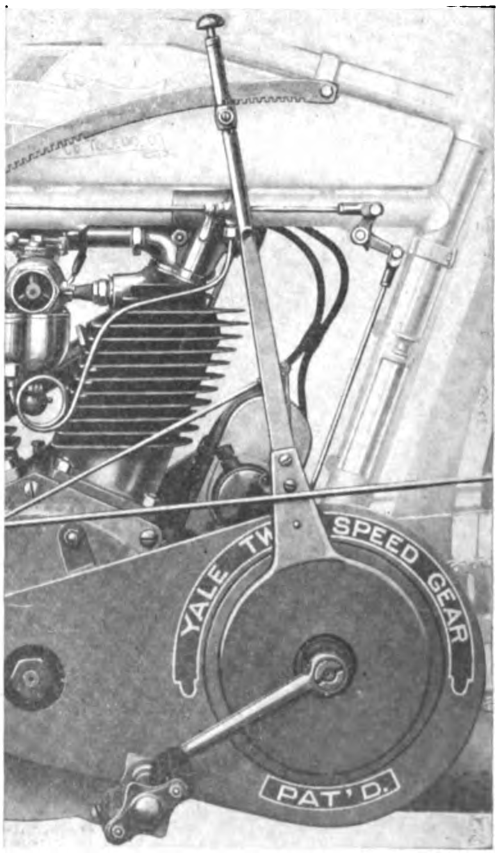
Will Be a Banner Year

THE consciousness that he is selling a machine of such matchless ability gives added force to the Yale dealer's arguments when talking to prospective buyers. He knows that he can prove every claim he makes—knows that the Two-Speed Yale will do everything he says it will.

He knows that this machine will carry tandem up hills that no motorcycle has ever climbed before—will pull through mud or sand that baffled the best of yesterday's type of machine—will succeed under difficulties that no motorcycle has previously been equal to.

With these facts to present, the arguments of the Yale dealer carry irresistible conviction, and big sales are the certain result.

Knowledge that they are linked with the established leader of all motorcycles is a substantial satisfaction to all Yale dealers, for they know that their success is sure. In the few remaining bits of open territory, this valuable dealership will be assigned to the most alert and progressive applicants. Write immediately for our proposition.



YALE Patented Two-Speed Transmission, built in as a regular part of the machine, without extra charge. Controlled by one simple lever. Parts few in number, simple and strong in construction.

The Consolidated Mfg. Co.

1730 FERNWOOD AVE., TOLEDO, OHIO

Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY,
Los Angeles and San Francisco

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, and all kinds of Drop Forgings

He wonders how they did it!

Here was some real "road fighting"

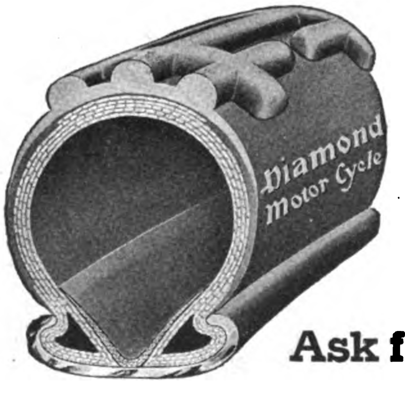
Mr. A. Strogonoff, of Schenectady, N. Y., motorcycled from Albany, N. Y., to Chicago recently. Toughest imaginable trip—bad roads and heavily loaded tires; but—those tires were Diamonds, so, of course, they went right through the grind without faltering. And they're good for a lot more. But you will want to read what Mr. Strogonoff thinks of their behavior—

> "Having ridden Diamond Tires on my 1912 machine I knew what they were so Diamond Safety Tires were my selection for my Albany to Chicago Show Trip.
>
> "In spite of the fact that my mount was under-tired, the weight of the outfit scaling 736 pounds, I have pulled through without any trouble, outside of a puncture, and I've often *wondered how a 2¾-inch tire could stand that awful punishment* caused by indescribable road conditions for many miles and the abnormal load.
>
> "At the end of the journey my front shaft-driven Stewart indicated 940 miles, but you *could not tell that by the tires.* They were 'Diamonds'. And that's what they all say. "Yours very truly,
>
> "A. Strogonoff, 124 Edward St., Schenectady, N. Y."

No other motorcycle tire can give you these

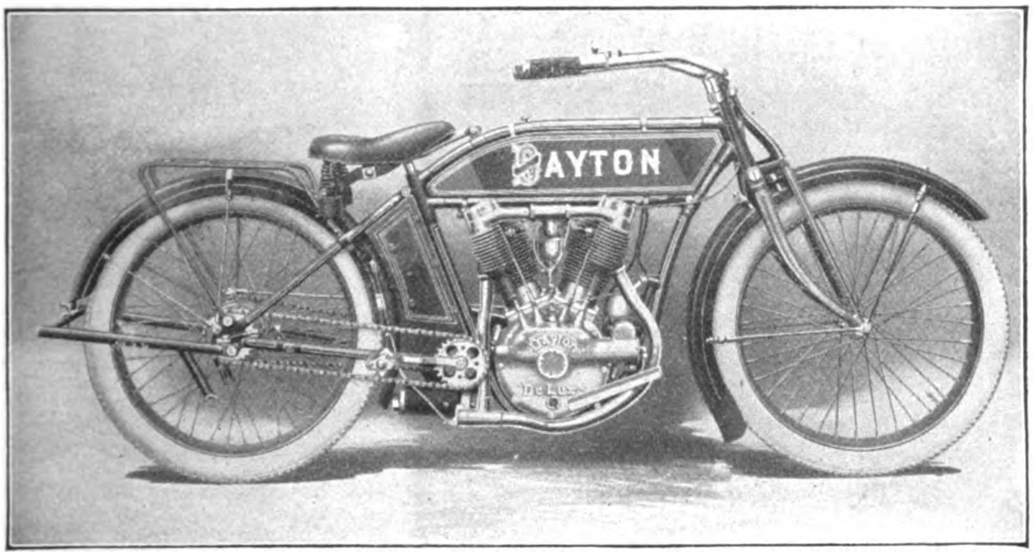
5 Diamond advantages

More Mileage Strip—
(20% more wearing surface)
Positive Non-Skid Treads—
Vitalized Rubber—
(Easier riding and more mileage)
Perfect Rim Contact—
(End of your rim troubles)
No-Pinch Safety Flap.



Ask for

Diamond
Motorcycle Tires



Service in The Dayton

The real proof of a motorcycle is its *service*—its actual performance under everyday use and abuse. *The Dayton motorcycle returns this service to every Dayton owner in a complete and absolutely satisfactory way under all conditions in years of just such hard everyday use.*

Service in a motorcycle is possible only when that motorcycle has been planned and built throughout with a definite distinct aim in view—the view of meeting completely the *service demands* that will be made of it after it has gone out into the hands of a practical, exacting rider. *The Dayton motorcycle has proven by actual performance in the hands of all Dayton owners that it can satisfactorily meet these hard, gruelling demands under all kinds of road conditions—in all climates—under all weather conditions.*

Service in a motorcycle depends principally upon two things: (1) The quality of materials used in building, and (2) the science and engineering skill used in the process of combining these various "materials of quality" into the finished product—the perfected motorcycle. *The Dayton Motorcycle is made by a corps of highly efficient, trained, practical engineers who have devoted years and years to the study of correct motorcycle building. With the same careful planning and building that has characterized their manufacturing, they have exercised the same skill and judgment in the choice of all materials that go into the completed Dayton.*

Service in your motorcycle is your only real dividend on the money you have invested in your motorcycle. The quiet, easily controlled, dependable manner in which your motorcycle mount answers to your slightest desire is the satisfaction you expected and demanded when you purchased it—it is the service that you *must have—deserve*—when you buy a motorcycle. *The big sturdy Dayton motorcycle is so balanced, constructed and guaranteed that its service to every Dayton owner is a surety—a dependable, wonderful reality.*

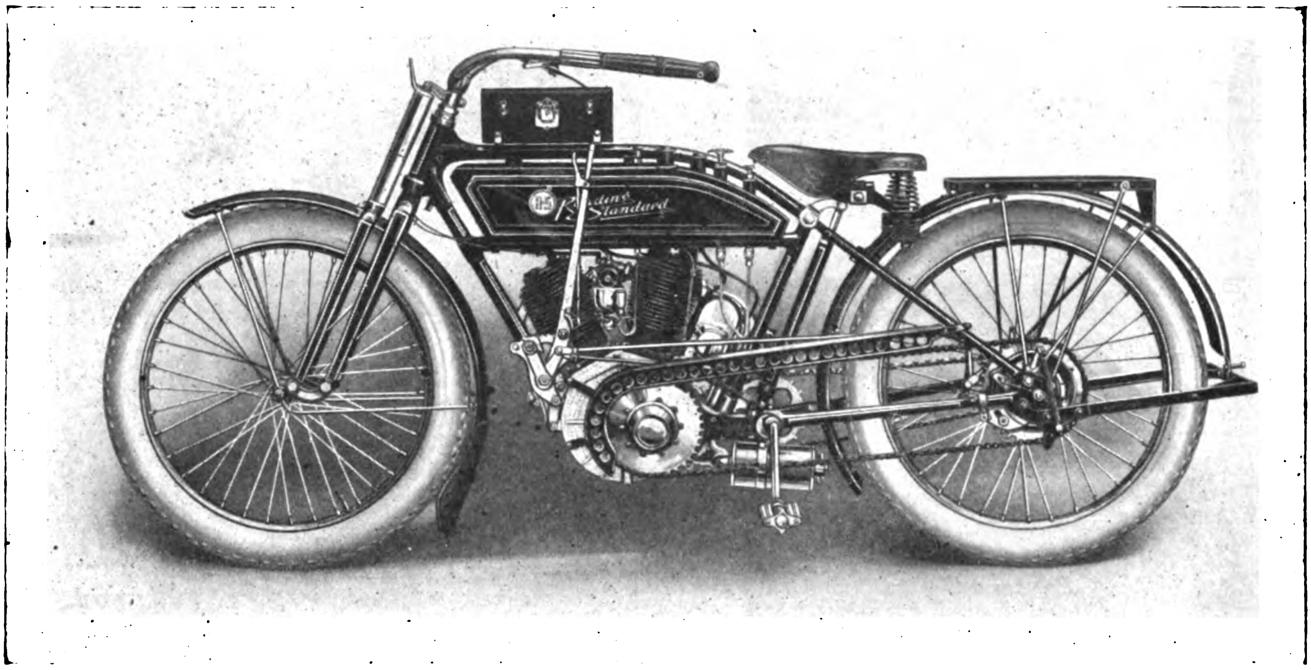
THIS SERVICE IS YOURS.—How has all of this worked out for you? You must go at once to your nearest Dayton Dealer, see the big, red, husky 1914 Dayton and you will appreciate and understand it all. There is a Dayton Dealer near you—we have his name and address and will gladly send it to you—with a new art catalogue and other literature. See for yourself the many new features found on the Dayton and *not found* on any other motorcycle. These are the features that mean so much to you as a purchaser—that you owe it to yourself to carefully consider before you buy any motorcycle on earth.

To Dealers—*The new* 1914 *Dayton is a motorcycle sensation. It is outselling our own fondest expectations—it is building profitable substantial business for Dayton Dealers everywhere. Are you interested in representing us—in co-operating with us in distributing the new Dayton. Write for open territory and learn about our co-operating policies with dealers. Write, wire, or call "Long Distance" today—perhaps we have interested prospects to refer to you.*

Davis Sewing Machine Co., Dept. B, Dayton, Ohio

R-S

Again Conceded Highest Honors at New York Show
"The Finest Motorcycle in The World"



NOW AT POPULAR PRICES

The Service and Durability of the R-S Motorcycle, regardless of price, make it the cheapest in the long run, but with the reduced prices, the R-S is to-day by far the most desirable machine.

5 h. p. Chain,	**$225.00**	**5 h. p. V-Belt,**	**$235.00**
7 h. p. Chain,	**260.00**	**7 h. p. V-Belt,**	**270.00**
10 h. p. Chain,	**275.00**	**10 h. p. V-Belt,**	**285.00**

Optional: Two-Speed on 5 h. p. Chain Model, $25.00 extra.
Two-Speed on Twin Chain Models, $35.00 extra.

QUALITY MAINTAINED. LOWER PRICES.

Write or wire today for proposition.

READING STANDARD COMPANY

306-40 WATER STREET READING, PA.

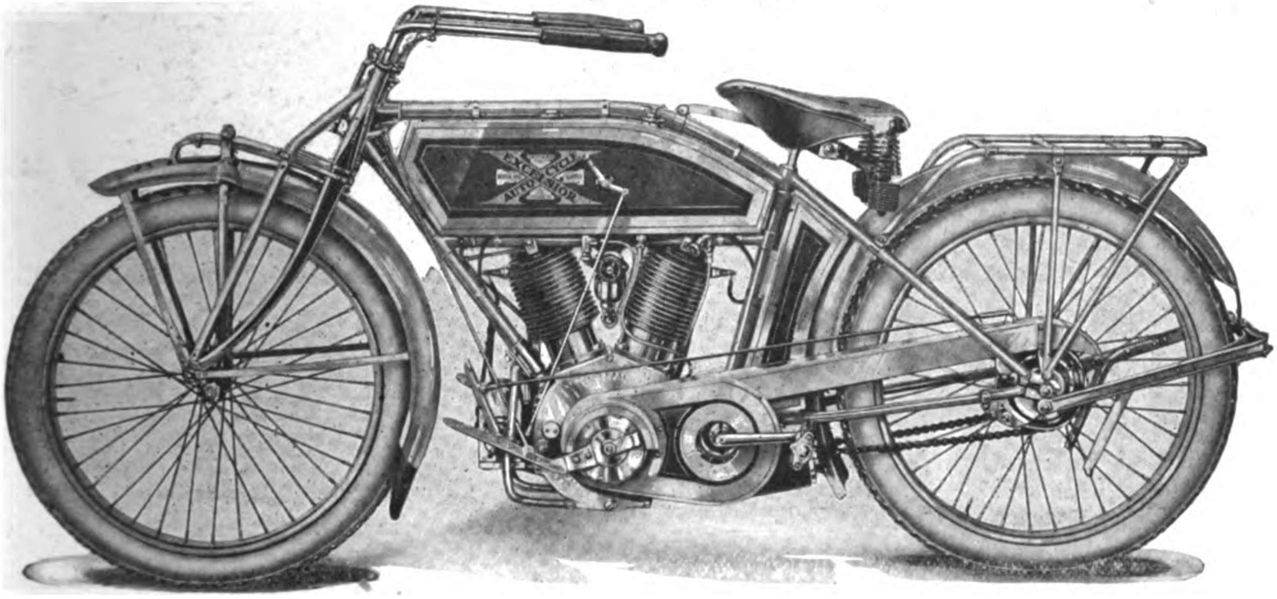
A GOOD BEGINNING

The First Speed and Endurance Test of 1914 Won On An

Excelsior Auto-Cycle

Carl Rose, of Portland, Oregon

Wins the 410-mile New Year's Endurance Run of the Rose City Motorcycle Club at Portland.



This was run under the worst possible conditions of road and weather, the roads being mud from 3 to 8 inches in depth, and the schedule calling for a speed of 24 miles per hour.

Out of 19 starters Rose with the

"Good Old X"

was the only one to finish anywhere near the time limit. His official score was 879 points. The second man in finished with a penalty of 1,456 points, and the third with a penalty of 6,280 points, or 456 and 5,280 points respectively less than nothing.

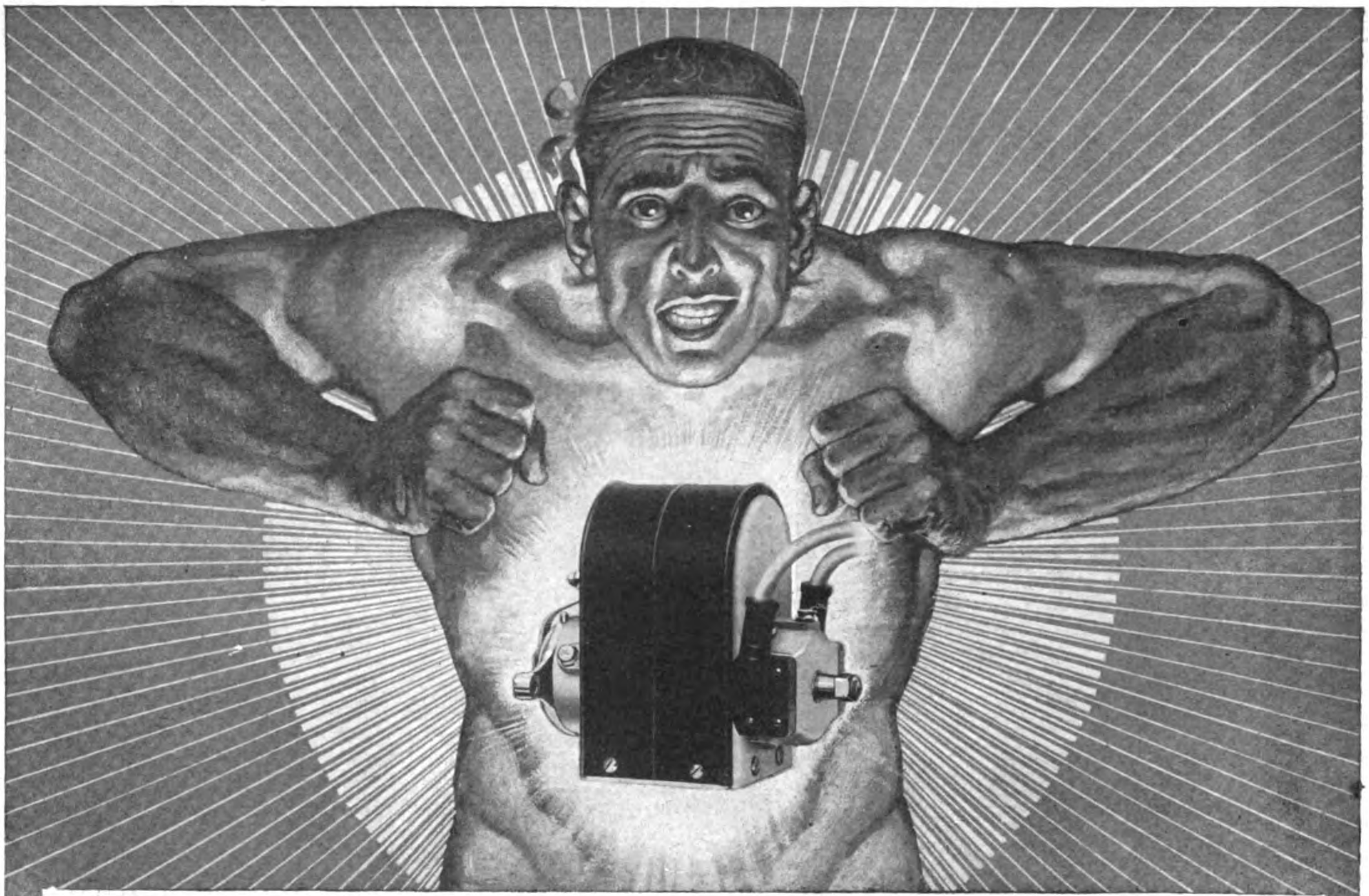
The course was 35 miles around and covered twelve times. Of the 19 starters the Excelsior team of three men covered a total of 29 laps, or 9⅔ laps per man. The nearest competitors, a team of six men, covered a total of 32 laps, or 5⅓ laps per man, again proving the oft-told story of

"Excelsior Supremacy"

Those who ride and stay in the race ride Excelsiors. Why not you?

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Streets, Chicago



HOT FAT SPARKS

They're the sort you need to get perfect combustion and the best results from any motorcycle.

And they're the sort you get if you use a SPLITDORF WATERPROOF MAGNETO.

SPLITDORF SPARKS are **fatter** and **hotter** than those generated **by any other magneto,** it matters not **who** makes it or **where** it is made.

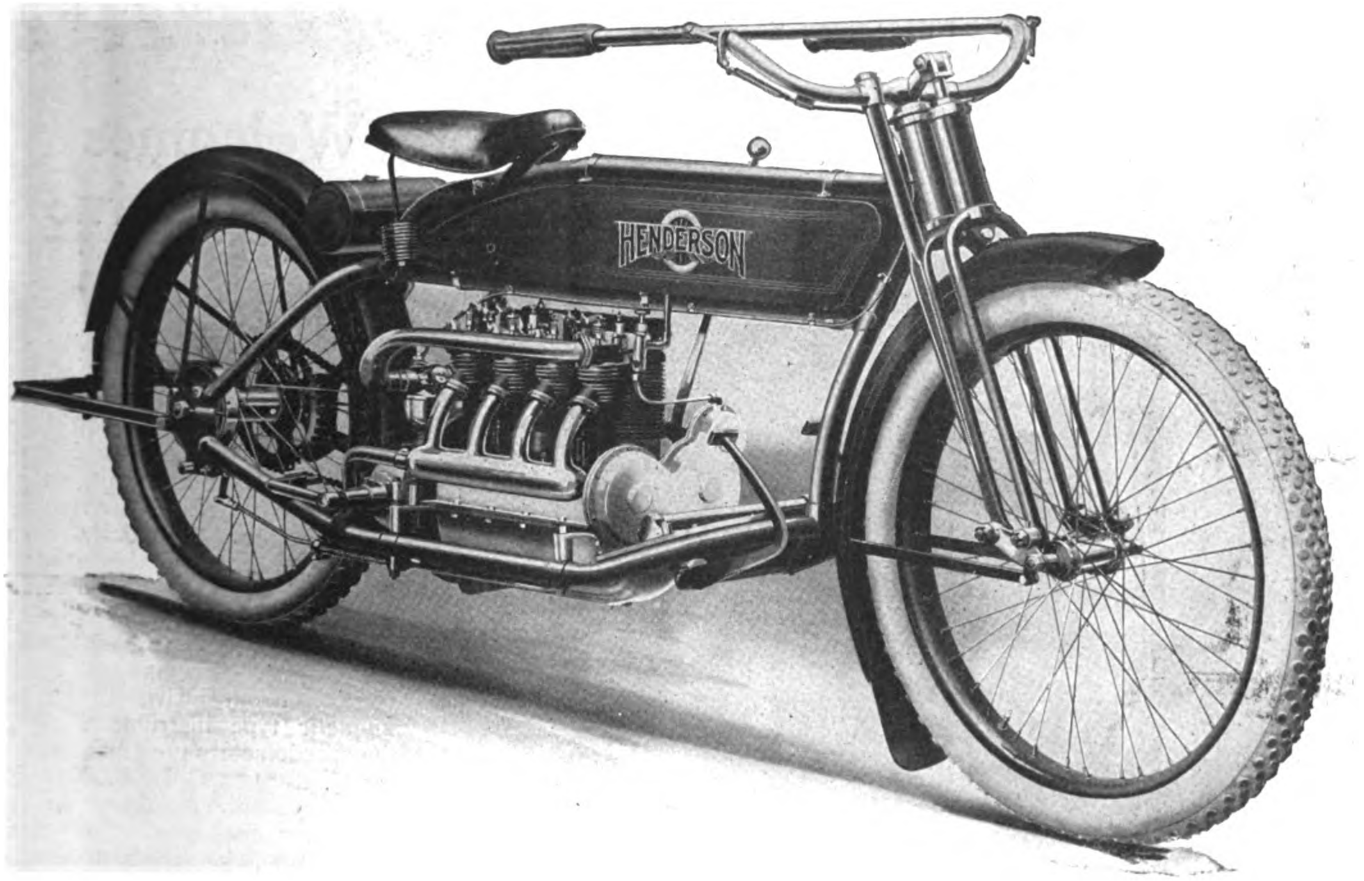
This is a sweeping statement but a demonstration will **prove it.** The leading motorcycle manufacturers have been convinced as 1914 equipment clearly shows. You, Mr. Motorcyclist, specify SPLITDORF when placing your order.

SPLITDORF ELECTRICAL COMPANY

ATLANTA, 10-12 E. Harris St.
BOSTON, 180-182 Mass. Ave.
CHICAGO, 64-72 E. 14th St.
DETROIT, 972 Woodward Ave.
KANSAS CITY, 1823 Grand Ave.
LOS ANGELES, 1226 S. Olive St.
NEWARK, 290 Halsey St.
NEW YORK, 18-20 West 63d St.
PHILADELPHIA, 210-12 N. 13th St.
SAN FRANCISCO, 1028 Geary St.
SEATTLE, WASH., 1628 Broadway
LONDON
BUENOS AIRES

Factory: NEWARK, NEW JERSEY

The Henderson Is Well Worth Your Investigation



4 cylinders, 8 h. p.	**$325**
Two-Speed Model	**365**
Tandem, complete	**20**

No motorcycle in the market offers the dealer greater opportunities for the building up of a permanent and profitable business.

It is the only motorcycle that gives—

- **4 cylinder flexibility.**
- **4 cylinder smoothness.**
- **No engine vibration.**
- **Longest wheel-base—hence easiest riding.**
- **Lowest center of gravity—hence greatest road steadiness.**
- **Most comfortable saddle and foot position.**
- **A tandem without overhang or back-lash.**

These are the features that appeal to the more careful motorcycle buyers.

The Henderson has many more features which serve to emphasize and increase its popularity.

Investigate the Henderson at your earliest convenience.

Investigate the co-operation we give our dealers.

Investigate the records of the Henderson on its globe-girdling and trans-continental tours.

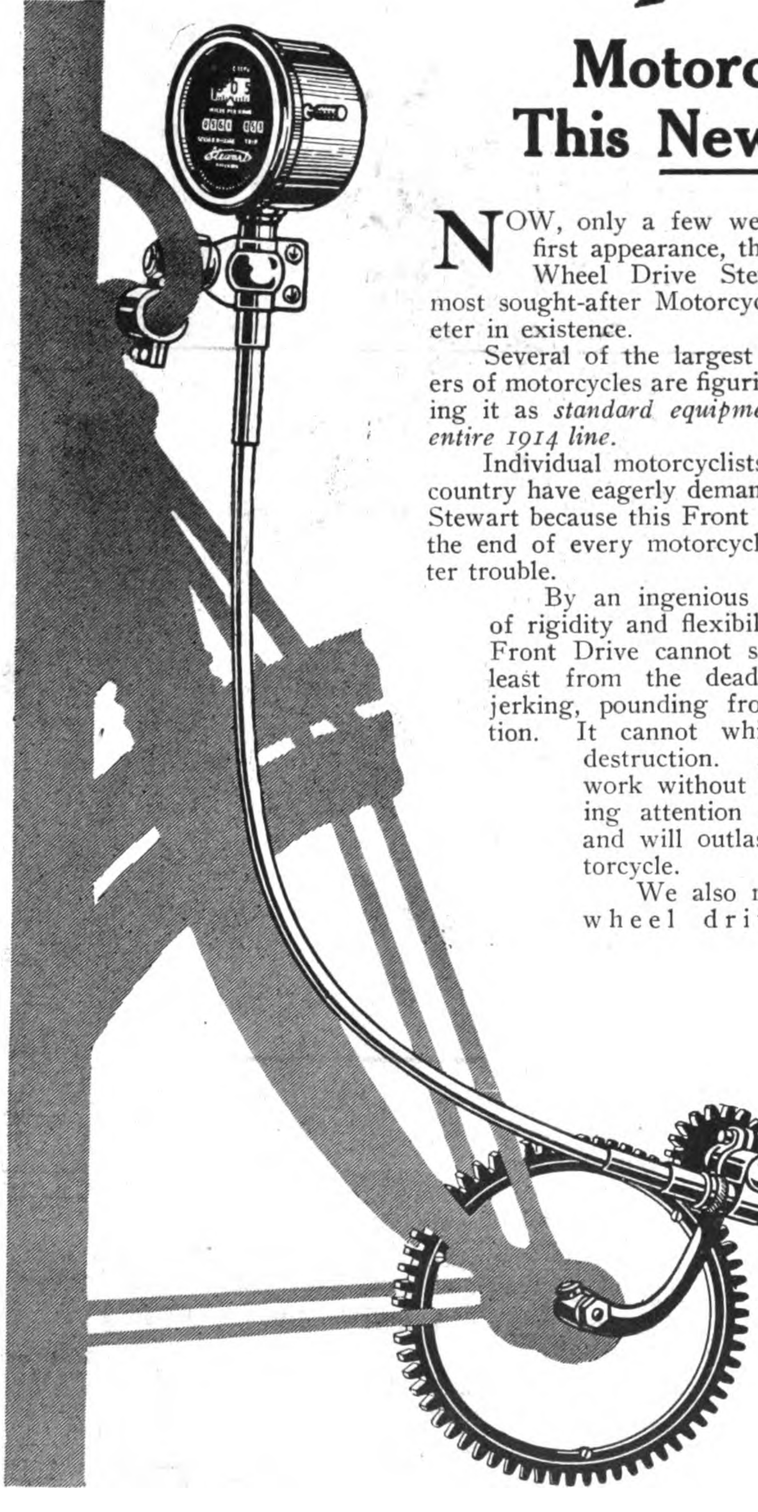
Your investigation will be well worth the time you spend.

Open territory and other valuable information is yours for the asking.

THE HENDERSON MOTORCYCLE CO. Detroit, Mich.

$12 Stewart Motorcycle Speedometer

Complete



Motorcycledom Welcomes This New **Front Wheel Drive**

NOW, only a few weeks after its first appearance, the new Front Wheel Drive Stewart is the most sought-after Motorcycle Speedometer in existence.

Several of the largest manufacturers of motorcycles are figuring on adopting it as *standard equipment for their entire 1914 line.*

Individual motorcyclists all over the country have eagerly demanded the new Stewart because this Front Drive means the end of every motorcycle speedometer trouble.

By an ingenious combination of rigidity and flexibility this new Front Drive cannot suffer in the least from the deadly twisting, jerking, pounding front fork action. It cannot whip itself to destruction. It does its work without ever requiring attention or thought, and will outlast your motorcycle.

We also make a *rear* wheel drive Stewart Speedometer for motorcycles, and for a rear wheel drive there is none better. But this has the failing common to *all* rear drives—that of recording false mileage through rear wheel slippage and "tuning up." Although we make and can furnish this instrument to those who want it, we urge the new Stewart Front Wheel Drive Speedometer as more practical, accurate, enduring and satisfactory than any other motorcycle speedometer in existence.

Remember—this is not only the everlasting Front Drive, but it is also a *magnetic* type instrument. 85% of all the speedometers now made are magnetic type. Over 1,000,000 of the speedometers in existence in every service are Stewarts. The Stewart magnetic type is standard—the most popular and accurate speed and mileage indicator produced. And the price—$12—is the lowest at which a Magnetic Type Speedometer has ever been offered.

You cannot afford to ride without a speedometer. And you cannot be satisfied with anything less than the Front Drive Stewart Magnetic Type. Have one installed today—or see that the **new** motorcycle you buy comes already equipped with a Stewart. Demand this.

Details of the New Front Wheel Drive

The instrument is mounted on the handlebar. The drive shaft operates through a *rigid steel tube.* The tube supports the bracket which holds the angle joint and fibre pinion. This bracket moves perfectly free on the front wheel axle and takes up all spring action of front fork, thus eliminating the springing and whipping wear common to all other drives.

Season odometer registers 10,000 miles and repeat; trip odometer registers 100 miles and repeat. All speeds are indicated (even fractions of a mile) from zero to 80 miles an hour.

Stewart-Warner Speedometer Corporation

Factories: Chicago, Ill., and Beloit, Wisc.

Direct Factory Branches:

Atlanta
Boston
Buffalo
Chicago
Cleveland
Detroit
Indianapolis
Kansas City
London
Los Angeles
Minneapolis
New York
Paris
Philadelphia
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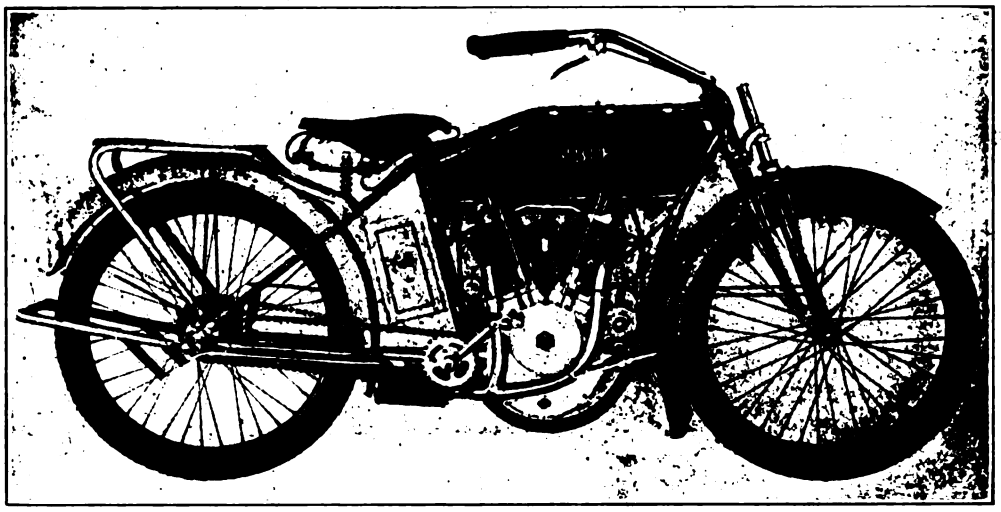

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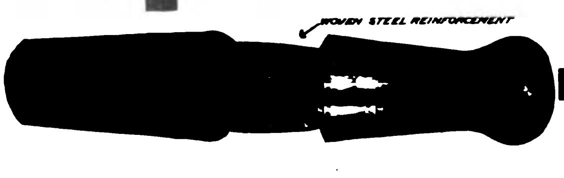
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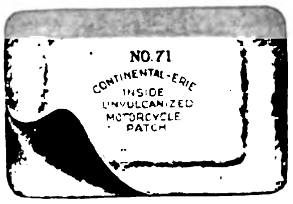
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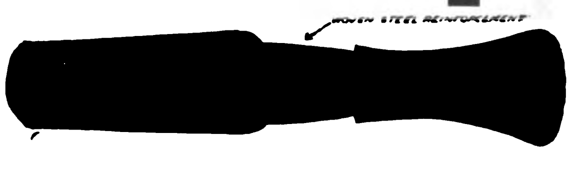
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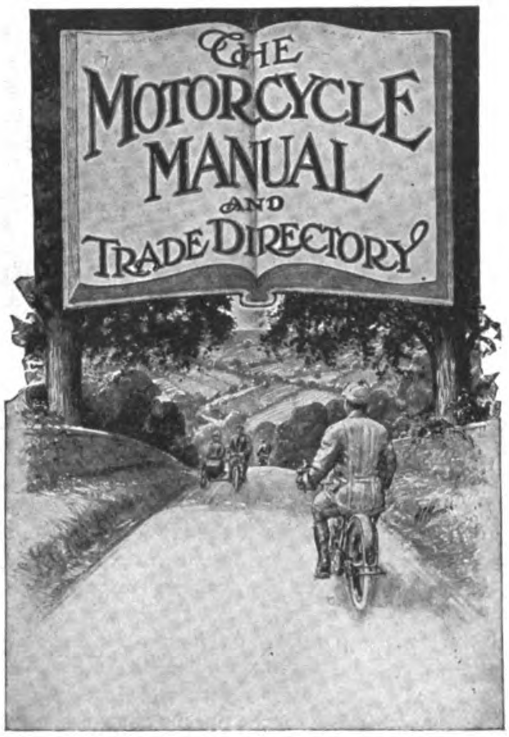

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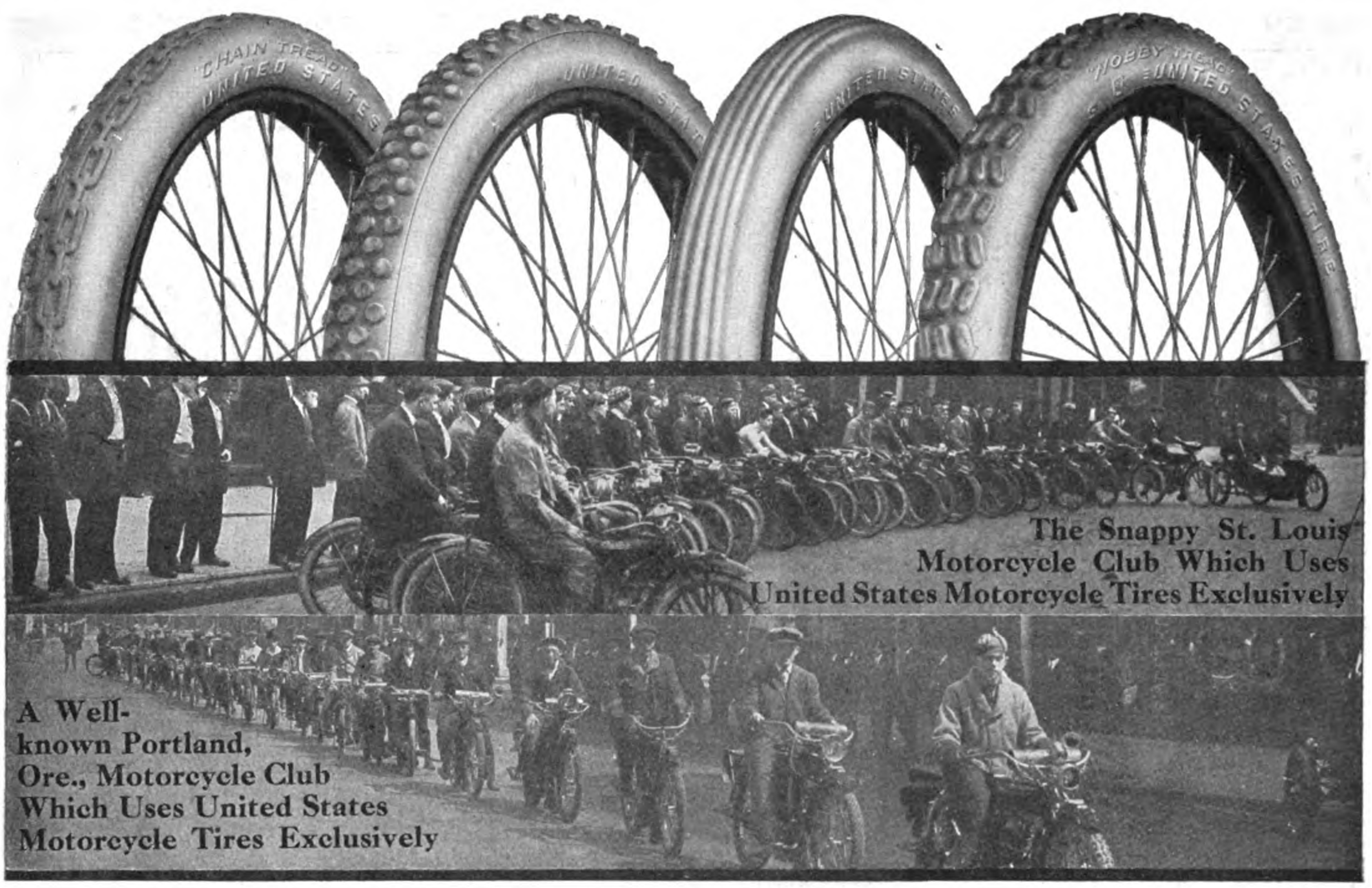

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ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY — SECOND JANUARY NUMBER — JANUARY 22, 1914

A Fifty Million Dollar Industry

AN INDUSTRY - THAT IS FIVE TIMES GREATER THAN THE COST OF ONE OF THE MODERN DREADNOUGHTS

CONSERVATIVE estimators place the number of motorcycles now in use in the United States at 225,000. Equally conservative men predict that by July 1 of this year the total will be approximately 300,000, and that this figure will represent the *average* number of motorcycles in use during the year 1914. In other words, it is estimated that the total this time *next* year will exceed 300,000 by about as many machines as there are less than 300,000 at this writing. Using 300,000 as a basis of calculation, and reducing this figure to terms of dollars and cents, one soon comes face to face with totals that are as stupendous as they must be gratifying to every motorcycle manufacturer, jobber and dealer.

$51,500,000 Worth of Motorcycles

Including the machines which will be sold in this country between this date and the beginning of the summer season, and estimating the average value of 100,000 of them at $235, and of the remaining 200,000 machines, of the vintage of past years, at only $140 each, it will be noted that the aggregate value of the 300,000 motorcycles which will be in use on July 1 of this year will be about as follows:

100,000 at $235	$23,500,000
200,000 at $140	28,000,000
300,000, total value	$51,500,000

Expenditures by Motorcyclists in 1914

Even in this age of billionaire men and things, $51,500,000 is considerable wealth. But, however interesting may be the contemplation of the value of the machines themselves, we are quite sure that an estimate of actual *expenditures during 1914* for machines, accessories and operation, will prove of even greater interest.

Total Mileage of 1,500,000,000

Five thousand miles is a reasonable average per machine per year. Now, with 300,000 motorcyclists averaging 5,000 miles each, the 1914 motorcycle mileage by American-made machines will reach the extraordinary total of 1,500,000,000 miles, a distance equal to 60,000 complete circuits of the earth on the equator, or 500,000 times the distance between New York and San Francisco. However, we are not so much concerned with the size of these mileage figures as we are with their significance. Let us see what a total of 1,500,000,000 miles means in operating and equipment costs per annum.

A Fortune for Oil and Gasoline

Sixty miles per gallon of gasoline is a fair average, and gasoline costs, say, 20 cents a gallon. In order to run their 300,000 machines 1,500,000,000 miles, the motorcyclists in the United States will require 25,000,000 gallons of gasoline this year. Twenty-five million gallons at 20 cents, or one-fifth of a dollar per gallon, will cost them $5,000,000. Each rider will pay only one-third of a cent a mile for gasoline, but their enormous total mileage will bring the gasoline outlay for the entire year up to $5,000,000.

Next in order comes oil, 400 miles per gallon, at 60 cents a gallon. Divide 1,500,000,000, the total mileage, by 400, and you discover that the motorcyclists in the United States will use about 3,750,000 gallons of oil this year. They will pay for it 3,750,000 times 60 cents, or $2,250,000. Five millions for gasoline and nearly two and one-half millions for oil!

For Tires, More Than $6,000,000

The average life for a motorcycle tire? Say 5,000 miles. And the average cost? About $11. Refer again to the total mileage, divide 1,500,000,000 by 5,000, and you cannot escape the conclusion that 300,000 pairs of motorcycle tires will be required during 1914. At $22 a pair, the total tire outlay for the year will be $6,600,000. Gasoline, $5,000,000; oil, $2,250,000; tires, $6,600,000; total, $13,850,000. But this is by no means all.

Still Another Item of $13,500,000

For parts, equipment, etc., the average motorcyclist spends a comparatively insignificant sum per mile, but the totals for 300,000 motorcyclists reach a very impressive figure. Assuming that the average outlay per machine will be $45, the 300,000 owners of motorcycles in the United States will expend $13,500,000 for parts, equipment, etc., in 1914.

Total Expenditures of $50,850,000

Finally, add to these figures the average retail cost of approximately 100,000 new machines at something like $235 each, or $23,500,000, and the recapitulation will read as follows:

Gasoline, 25,000,000 miles, at 20 cents...	$5,000,000
Oil, 3,750,000 gallons at 60 cents........	2,250,000
Tires, 300,000 pairs at $22 a pair.......	6,600,000
Equipment, parts, etc., at $45 per machine.	13,500,000
New machines, 100,000 at $235.........	23,500,000
Total	$50,850,000

Fifty million eight hundred and fifty thousand dollars! Just a rough estimate in round figures, but arrived at without resorting to exaggeration or inflation at any point. Whether you look at it from the standpoint of the value of the machines now in use, or the amount of money spent annually by motorcyclists in the United States, the motorcycle industry has become a *fifty million dollar business.*

As a matter of fact, the sums spent by the motorcyclists of this country represent *only a portion* of the industry's total outlay. If one were to include the total expenditures of manufacturers, jobbers and dealers, the salaries and wages paid to factory and store employees, the total would be two, three or four times as large. But to do this would be beside the purpose of this article, the object of which is to show, as accurately as possible, about how much will be the *total receipts* during 1914 of the manufacturers and sellers of motorcycles, parts and accessories.

And, if fifty millions in 1914, why not one hundred millions next year?

READING-STANDARD TIME EXTENSION

Creditors Approve Plan For Extension to April 15 With Possibility That it May be Advanced to July 15—Bosch Official is Appointed to Act as Treasurer.

READING, PA.—The finance committee of the Reading-Standard Co., which was named at the annual meeting of the stockholders in December to devise means of obtaining additional capital to carry on the manufacture of Reading-Standard motorcycles on broad lines, has reported to the board of directors that the necessary funds can be secured. It is provided, however, that the creditors of the company agree to an extension of time up to April 15, of the current year, with the privilege of a further extension to July 15, and that appropriate security be given.

In order to protect the interests of all creditors Treasurer G. Jahn, of the Bosch Magneto Co., has been requested to act as treasurer of the Reading-Standard Co. for the time of the extension, with the understanding that Mr. Jahn will have full control of the incoming and outgoing funds of the company. Upon request of President A. S. Deysher, of the Reading-Standard Co., and to relieve him of office work so that he may devote his entire time to the manufacturing branches of the business, Treasurer Jahn will have his personal representative at the R-S plant. This representative will supervise all purchases, etc., and will approve the vouchers before they are submitted to Treasurer Jahn.

Of creditors representing $97,000, those having claims amounting to $94,000 have given their approval to the plan for an extension of time, and it is taken for granted that the others will follow suit.

GROSSMAN COMPANY'S CREDITORS MEET

AT a meeting of the creditors of the Emil Grossman Company, held at the Hotel Manhattan, Tuesday afternoon, January 20, eighty per cent. of the number of creditors, as well as eighty per cent. of the liabilities of the company, were represented. The situation was gone over very carefully, with the result that the creditors voted unanimously to extend payment of their bills against the Grossman company until the first of next July.

It was shown that the total liabilities, amounting to $135,000, were exceeded by the tangible assets, not including patent rights, etc., by approximately $50,000. It was brought out at the meeting that the company had recently been offered and had refused $50,000 for the purchase of its spark plug trade name "Red Head," and that, on the day preceding the meeting, in the ordinary course of business, orders totaling $5,000 had been received.

The meeting voted the appointment of a creditors' committee, consisting of representatives of the Standard Underground Cable Company, the American Pin Company, the Star Brothers Bell Company, and the Connecticut Electrical Manufacturing Company. The committee has retained as counsel Mr. Bradford Butler, of 141 Broadway, New York.

The company's embarrassment is regarded as only a temporary one, the result of some injudicious buying last summer and, to a certain extent, to the expenditures incurred in consolidating the New York and Detroit factories in one establishment now located in the Bush Terminal, Brooklyn.

U. S. TIRE COMPANY ANSWERS CHARGES

Denies Infringement of Thropp Tire Mold Patent and Says Its Status Is That of a Selling Agent, Not a Manufacturer—Questions Validity of Thropp Patent.

THE United States Tire Co. has asked for dismissal of the complaint recently filed against it which involves alleged infringement of the Peter D. Thropp patent, No. 822,561, covering improvements on an apparatus for manufacturing automobile tires, chiefly on the ground that as a corporation it is not engaged in the manufacture of tires or tire parts, but is merely a selling agent for the Hartford Rubber Works and the Morgan & Wright factories. The United States company further calls attention to the fact that the Thropp patent was held invalid by the United States Circuit Court of Appeals for the First Circuit on March 11, 1913, and also points out that the patent itself was anticipated by forty-one persons in various parts of the country who turned out apparatus substantially the same as that supposed to be covered by the Thropp patent.

The Hartford Rubber Works and the Morgan & Wright factories are charged in the complaint with having committed the alleged infringements, and the formal declaration of the United States Company that its status is that of a selling agent, not that of a manufacturer, gives the case an interesting turn.

C. D. Feiler, Flying Merkel dealer in Philadelphia, Pa., and vicinity, received his first carload of 1914 Merkel machines last week and reports plenty of sales activity.

MOTORCYCLES SCORE HIT IN CLEVELAND SHOW

Local Dealers Have Fine Displays and Brisk Business Is Reported

CLEVELAND, O., January 17.—A week ago tonight more than ten thousand enthusiastic followers of the motor industry crowded the exhibition halls at the opening of the twelfth annual automobile show in this city. Now the show is over, but the effects of it will surely be felt throughout the entire year "Best yet" was the verdict heard on every side. There were more exhibitors and more visitors, and more sales were made.

Never before was there such keen interest in the motorcycle exhibits. This is due to the fact that they were more advantageously displayed than in the past, and a greater variety of models than heretofore was shown. With the exception of Mueller's line, the motorcycles were shown in one section. Mueller had rented a large space in the lower part of the building and it was necessary for every visitor to pass his stand before entering the main auditorium.

Despite the fact that this show surpassed all other Cleveland shows and interest in the motorcycles was greater than ever before, the motorcycle dealers are not satisfied. They believe that even better results could be obtained if an independent motorcycle exhibition was held. There are now enough dealers in the city to make possible the holding of a separate show, and it is probable that this will be done next year.

Sidecars and delivery vans were given more prominence than at any past exhibition. The delivery car is becoming very popular in Cleveland and many business houses are using them. During the holiday rush of mail the parcel post department found that with the use of the motorcycle delivery van it could best cope with the unusual demands. As a direct result of the recognition of the delivery van by the postal authorities a number of commercial houses installed the motorcycle and sidevan delivery system.

The Motorcycle Exhibitors

Louis J. Mueller took charge of his independent display, and was assisted by E. H. Tracy. W. J. Tuebner, of the Indian factory, E. Hahn and M. J. Toepel, of the Splitdorf factory, were also in attendance and helped to take care of the many visitors. Joe Blackbear, a full-blooded Indian, garbed in true Indian style, was conspicuous at the Mueller wigwam. Indian-head pins were given as souvenirs and the following models were displayed: Hendee Special, two-speed standard, two-speed regular, with sidecar, two-speed regular. Two-sixty model, Two-twenty-five model, and the single-cylinder Service model, Mueller rigid and spring tandems, and an Indian sidecar, completed the exhibit.

Three different makes were represented at the Silsby booth. I. H. Silsby, assisted by Herman Sill, managed the exhibit, while George Knapp, Raymond Ray, of the Consolidated plant, and F. L. Valiant, of the Miami Cycle & Manufacturing Company, were also there to extend the gland hand to visitors. The 7 h. p. Yellow Jacket and the regular 7 h. p. model Flying Merkel; a 7 h. p. Yale and a two-speed Yale, and an 8 h. p. Henderson made up the machine display at this booth.

Nine Thors were attractively arranged at the booth of the Casino Cycle & Supply Company. Manager J. A. Zucker was assisted by Ed. Hawkins, Walter Kuhlman, Ray Skeel and Guth Leifelbein. H. N. Kirk, of the Thor factory, was at the booth part of the time. The exhibit was made up as follows: Two 9 h. p. models, two 7 h. p. models, two 5 h. p. models, one 4 h. p. model, one machine with Thor sidecar and another with Thor parcel post van.

STRONG LINEUP OF DEALERS AT THE SHOW

L. J. Mueller—Indian.
I. H. Silsby—Flying Merkel, Yale and Henderson.
Casino Cycle & Supply Co.—Thor.
Lister Bros.—Harley-Davidson.
J. L. & W. Motorcycle Co.—Dayton.
Haverford Cycle Co.—Excelsior.

Lister Brothers were at the show with the Harley-Davidson line. William J. Lister, A. Lister and Frank Ollerman greeted all comers, and Walter Davidson, of the Milwaukee plant, was at the show for a couple of days. Geo. Puls, of the factory, had also expected to be on hand, but illness kept him at home. Model 10, a 5 h. p. single, with two-speed; model 10-E, the 8 h. p. twin; model 10-F, the two-speed 8 h. p. twin (with sidecar), and the Harley-Davidson motorcycle truck were on display.

Dayton machines were effectively displayed at the booth of the J. L. & W. Motorcycle Company. L. J. Moritz was in charge, while William Moritz, his son, and W. J. Ralph helped to make things interesting for the many Dayton admirers. The 7 and 9 h. p. Daytons were shown, as well as a couple of Dayton bicycles.

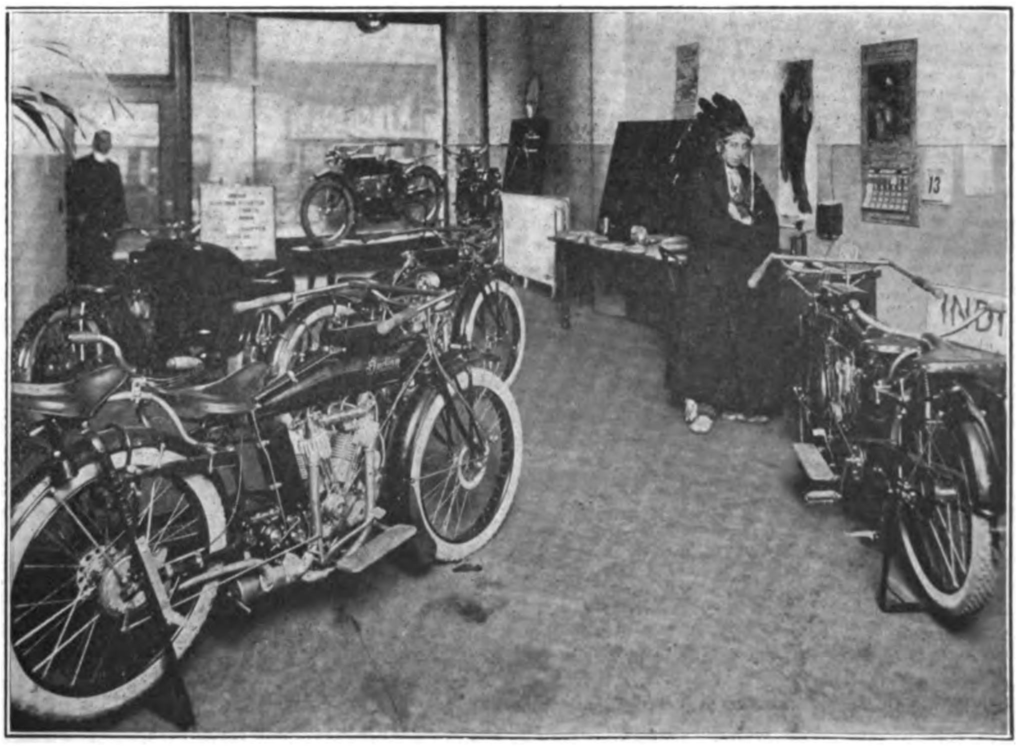
An imposing line-up of Excelsiors featured the attractive exhibit of the Haverford Cycle Company. L. J. Kellner was assisted by Finn Huttinger and Harry Kumler. Otto Schellon and J. Hayes, of the Excelsior Motor Manufacturing Company, were also on hand, and Max Sladkin, who is the man behind the gun in the Haverford organization, was at the show part of the time. A racing machine, a two-speed twin, a regular model twin and a single were included in the Excelsior offerings. Four bicycles also were shown.

One feature that helped to make sales was the presence of more factory men than in past years. Many sub-agents were appointed at the show. W. J. Zucker, western sales manager of the Stewart-Warner Speedometer Corporation, and H. A. Unger and W. G. Tennant, also of the speedometer company, were among the busiest of the busy trade men at the exhibition.

BAY RIDGE M. C. BANQUET

With two hundred or more members and guests present, the Bay Ridge Motorcycle Club, of Brooklyn, N. Y., held its third annual banquet at the Borough Park Club House, Saturday evening, January 17.

The fair sex was well represented and an excellent dancing program was carried out. Much credit is given the members of the entertainment committee for the success of the affair. The present officers of the Bay Ridge club are: Robert Campbell, president; Charles Lee, vice-president; Joseph L. Hartig, secretary; William Moers, captain; Arthur Bergen, first lieutenant; E. Michelchen, second lieutenant, and G. Rapprich, pennant bearer. The directors are: J. J. McCornack, Carl Bergen, F. Deckelmann and R. Brazenor; the committee chairman—F. W. Reller, house; Joseph L. Hartig, entertainment; William Ember, floor.



L. J. Mueller's Exhibit in Connection with the Cleveland Show

PLUG MAKERS READY FOR ORGANIZATION

Licensees Under Canfield Spark Plug Patent, Owned By Mosler Co., Have By-Laws Prepared For Association To Be Launched At Meeting in Chicago, January 29.

AT a meeting to be held in the Auditorium Annex, Chicago, on January 29, at 2 p. m., plans will be brought to a head for a formal organization of the licensees under the Canfield spark plug patent. The proposition was first considered at the banquet tendered the spark plug manufacturers by A. R. Mosler during the New York Show week, and at that time a committee was named to carry forward the plans and pave the way for a permanent association. As the next meeting is scheduled for the week of the Chicago Show, it is likely that there will be a large attendance and that the new body will be auspiciously launched.

The manufacturers have decided that the organization shall be called the Association of Spark Plug Manufacturers, and Attorney William R. Redding, counsel for A. R. Mosler, owner of the Canfield patent, has been at work on by-laws which will be submitted at the Chicago session. The objects of the association will be to encourage an interchange of ideas, to bring about greater harmony in the spark plug trade, to correct existing abuses and to standardize manufacturing as far as is possible with a view of producing a cheaper spark plug.

The project, which is being enthusiastically endorsed by the spark plug men, is in the hands of the following committee: D. B. Mills, Rajah Auto Supply Co.; Albert Champion, Champion Ignition Co.; R. A. Strohnnehan, Champion Spark Plug Co.; David Smith, Standard Co., and Otto Heins, Bosch Magneto Co.

NEW YORK DAYTON AGENCY

W. Driscoll and L. Jeanroy, who recently established a motorcycle agency at 209 West One Hundred and Twenty-sixth street, New York City, as sub-agents for the Harley-Davidson, have now contracted for the New York Dayton agency. Although the firm has been established only a few weeks, Mr. Jeanroy writes that the volume of business has been so great as to necessitate the building of an extension which doubles the original floor area. Besides the motorcycle and accessory business they are now manufacturing tandem attachments especially designed for Dayton machines. These are listed at $12.

Driscoll and Jeanroy were also instrumental in organizing the Empire Motorcycle Club, which has a membership of 22. The officers of the new club are: H. Kehlenbeck, president; M. Welpe, secretary-treasurer; M. Cohen, captain; W. Yost, lieutenant; and Peter Herlihy, sergeant. The club will affiliate with the F. A. M.

HARLEY-DAVIDSONS ARRIVE

The first 1914 Harley-Davidson motorcycles to be seen in Saskatoon, Canada, were recently received by the Walters Cycle Co., of this city. This company reports receiving over 30 deposits on the new models and feel very optimistic in view of the favorable comment aroused by their first shipment.

VISITOR FROM NEW ZEALAND

One of the most striking figures in the international motorcycle trade is J. B. Clarkson, managing director of J. B. Clarkson & Co., Ltd., of Wellington and Christchurch, New Zealand, who appears in the accompanying photograph. Mr. Clarkson has been in this country and in Canada for some time past on one of his globe-circling business tours and is now on his way back to New Zealand. While in New York City he visited the motor show at the Grand Central Palace and was favorably impressed by the display of motorcycles and accessories and by the general interest manifested in them.

J. B. Clarkson

While inclined to give American distributors and dealers considerable credit for the progress they have made Mr. Clarkson suggested that much remains for them to learn regarding broad sales organizations and the most satisfactory application of the "service idea." The New Zealander, whose firm counts upon doing $1,000,000 worth of business this year, states that the Clarkson company is backing a periodical simply for the purpose of carrying on educational work in the motorcycle and bicycle fields, and that excellent results are being obtained in this way. Another feature of the Clarkson sales organization is a regular monthly meeting of the salesmen. The travelers are given a chance to discuss trade aspects, offer suggestions and submit helpful reports and a full record of the meeting is taken by a stenographer for future reference. The Clarkson transacts only a wholesale business.

VOLLMER A REAL BOOSTER

While at the New York Show Henry C. Vollmer, of Lancaster City, Pa., closed with the Excelsior Motor Manufacturing & Supply Company, of Chicago, to handle the Excelsior in Lancaster County. He will open a store at 151 North Queen street, Lancaster City, where, in addition to his stock of machines, he will carry a complete line of parts and accessories for the Excelsior and Indian. He will also handle bicycles and will conduct a repair shop.

There being no motorcycle club in the city Mr. Vollmer is planning to launch an organization, and is making a reservation in his store for club headquarters. His store will be ready for occupancy in a few weeks, and he plans to give a banquet to which every rider in the county will be invited.

HAGSTROM HEARING

LINDSBORG, Kan.—An application to dispose of the property belonging to the Hagstrom Brothers Mfg. Co., of this city, has been filed with the referee in bankruptcy by the creditors and a hearing has been set for January 23. It will be held by Referee George F. Beatty, in Salina, Kan., at 9:30 a. m.

NOBBY TREAD WINS IN APPEALED SUIT

Republic Rubber Co., Owner of Mell Tire Patent, Carries Case From District Court to Circuit Court of Appeals, But Decision is Affirmed—Nobby Tread Is a Leader.

A DECISION just handed down by the United States Circuit Court for the Seventh Circuit is to the effect that the Mell patent, No. 898,907, covering improvements in tires, is not infringed by the Nobby Tread tire manufactured by the G & J factory of the United States Tire Co., at Indianapolis, Ind. Recently the United States District Court for the District of Indiana declared the Mell patent invalid and ruled that the Nobby Tread was not an infringement, but an appeal was taken which brought the case into the Circuit Court. This means that the makers of the Nobby Tread have been twice upheld. The appeal was ordered dismissed for want of equity, and it is unlikely that there will be further litigation. The Republic Rubber Co., of Youngstown, Ohio, owner of the Mell patetn, was the complainant. It obtained a favorable verdict from Judge Hazel in New York in December, 1911, which verdict was subsequently reversed by the Circuit Court of Appeals for the Second Circuit.

The decision of the Circuit Court of Appeals for the Seventh Circuit reviews the Healy patent and other similar devices dealing with the line of "non-skid" tire treads, and is as follows:

"This Mell patent was quite fully considered by the Circuit Court of Appeals for the Second Circuit in the case of Republic Rubber Co. v. Morgan & Wright, 197 Fed., 549. In view of the prior art and the nature of the alleged improvements it was held that the patent was void for lack of invention. Counsel for appellant insist in this court, first, that they are entitled to the independent judgment of this court, despite the adverse decision in the second circuit, and second, that the record in this court differs from the record in the second circuit in such material particulars that a different result should be reached, even if this court upon the facts that were before the court of the second circuit should concur in the conclusions there reached.

"In the record before us the new thing is said to be the testimony which bears upon the high degree of usefulness of the Mell tire and also the great commercial success that has been achieved in its manufacture and sale. Matters of this kind can only be used to resolve a doubt in favor of the patentee, when the court has been left in doubt after a full consideration of the nature and scope of the patent and a comparison thereof with the teachings and structures of the prior art. Utility of a device and commercial success in exploiting it cannot be used to resolve the doubt as well as to create it, else every useful and successful thing would be patentable."

ROADS NEARING COMPLETION

It is reported that the 300 miles of roads in Los Angeles County, built by the county highway commission with the $3,500,000 voted by the people of California in 1908, are now practically completed.

WIRE WHEEL PATENTS START COURT FIGHT

Rudge-Whitworth Company, of England, and Receivers of Standard Roller Bearing Company, of Philadelphia, Begin Suit Against Houk Mfg. Co. For Alleged Infringement.

SEEKING to restrain the Houk Mfg. Co., of Buffalo, N. Y., from using the name Rudge-Whitworth, and from making and selling wire wheels involving details covered by the English company's patents, Rudge-Whitworth, Ltd., of England, and the receivers of the Standard Roller Bearing Co., of Philadelphia, Pa., have filed a suit in the Federal Court in Buffalo. The receivers of the Standard Roller Bearing Co. contend that it has the sole right to use the name Rudge-Whitworth in this country, and that it possesses the exclusive license to operate under the Rudge-Whitworth patents.

Until September 1 George W. Houk was identified with the Standard Roller Bearing Co. and marketed the wire wheels made by it, and it was taken for granted that Mr. Houk held rights under the Rudge-Whitworth patents. After leaving the Standard company Mr. Houk acquired a controlling interest in the McCue Co., of Buffalo, and changed its name to the Houk Mfg. Co. It was generally understood at that time that the Houk rights under the Rudge-Whitworth patents were among the most important of the new company's business assets.

ARISTOS LIABILITIES

The liabilities of the Aristos Co., of New York City, foot up to $126,551, according to schedules filed a few days ago, and the assets amount to only $34,600. Several months ago the company went into bankruptcy, following extended litigation with the Disco Co., for which the Aristos firm acted as general sales agent. The Disco people manufacture motor starters.

BROWN WITH MASLIN

An attractive and well-illustrated catalog is the latest product of George Maslin, distributor for the Indian in Philadelphia, Pa. It is a sixty-five page booklet chuck full of meaty matter pertaining to motorcycles, accessories and parts. The timely and appropriate pictures on both the front and back covers give a distinctive touch to the pleasing booklet.

Arthur Brown, formerly with F. A. Baker & Company, of New York City, has severed his connections with that firm and is now connected with the Maslin firm. He started with the Philadelphia company Monday, January 19.

ANOTHER CANFIELD LICENSEE

One of the latest licensees under the Canfield Patent, controlled by A. R. Mosler & Company, Mt. Vernon, N. Y., is the Rex Ignition Manufacturing Company, 1779 Broadway, New York City.

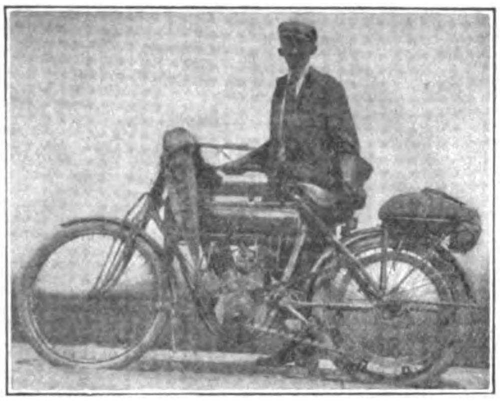
SMITH PURCHASES PLANT

H. Lund Smith, 199-203 Paterson street, Paterson, N. J., manufacturer of automobile accessories, has purchased the entire plant of the Paterson Mfg. Co., makers of novelties, leather and fabric supplies, for both the automobile and motorcycle trade.

Price & Quintard, 14 Washington street, Poughkeepsie, N. Y., have entered the motorcycle field and will handle the Flying Merkel.

RECORD-BREAKING ECONOMY

Fred Karl, of Canal Dover, Ohio, who appears in the photograph, tells a remarkable story of the service obtained from the Spartan belts with which his mount has been equipped. Karl uses a 6 h. Flying Merkel, 1911 model, and the Spartan belt supplied with the machine carried the rider no less than 13,000 miles before it was found necessary to replace it. The second Spartan is still at work although Karl's mileage on this machine is now just a little less than 40,000. Karl has worn out three rear and two front tires on his present mount.



Karl and His Flying Merkel

Equally interesting is Karl's statement that his Merkel, although subjected to hard usage and almost constant use, has cost practically nothing in the way of repairs. He was called upon to buy two inlet valves, at 75 cents each, and aside from these his outlay was so small that he did not bother to keep track of it.

ANNUAL CANADIAN SHOW

Canada's National Motorcycle, Bicycle and Accessories Show for 1914 will be held from February 16 to 21 in one of the buildings of the Canadian Exhibition grounds at Toronto. It is expected that the leading motorcycle manufacturers of this country will exhibit as usual. Information may be obtained from W. M. Gladdish, 62 Temperance street, Toronto.

A MINNEAPOLIS SNOW-PLUGGER

The accompanying photograph shows Robert Gilbertson, of Minneapolis, Minn., and his Yale outfit which has been successfully adapted to winter road work, and at the right appears a St. Paul enthusiast who manages to enjoy his solo machine in spite of the bad road conditions. The picture was taken by H. R. Horn, who was Gilbertson's sidecar passenger on the trip.

COURT UPHOLDS THE KLAXON PATENTS

Decision is Given That Newtone Horn Infringes Product of Lovell-McConnell Company Owing to Quality of Its Tone—Brooklyn Firm is Preparing to File an Appeal.

JUDGE CHATFIELD, of the United States District Court in Brooklyn, N. Y., has entered an interlocutory decree against the Automobile Supply Mfg. Co., of Brooklyn, in the action brought against it by the Lovell-McConnell Mfg. Co., of Newark, for infringement of the Klaxon horn patents. This forbids the Brooklyn company from making or selling any horns which have been passed upon as infringing Klaxon patents.

In deciding that the Newtone horn, produced by the Automobile Supply Mfg. Co., infringes the Klaxon patents the court ruled that the peculiar harsh tone of the Klaxon is a valuable invention and that it must not be imitated, even though the tone be produced by mechanical features differing in construction from those in the Klaxon horn. It is understood that the Brooklyn company will file an appeal from the decision of Judge Chatfield as soon as the necessary papers can be prepared.

The suit against the Automobile Supply Mfg. Co. was filed on March 30, 1911, and two years later it was argued in the United States District Court. The case has been watched closely owing to the fact that the decision in it will affect a number of other suits filed by the Klaxon makers against manufacturers and dealers charged with infringements. All these suits are now to be taken up with renewed vigor, both against the offending manufacturers of horns and the dealers in cars equipped with the infringing products.

NEW BINGHAMTON FIRM

The newly-formed firm of Carver & Baldwin, of Binghamton, N. Y., have taken a five-year lease on a building at 144 Court street, and will represent the Yale, Henderson and Dayton motorcycles for Broome county, New York. Mr. Carver will look after the business details of the firm and Mr. Baldwin will have charge of the repair department.

THEY'RE GLAD TO RIDE 'EM, ANYWAY

The following item was noted in an English motorcycle journal referring to the recent Olympia Show: "A facetious visitor told a lady that the Henderson foot-board was specially designed to suit bow-legged riders. 'Then,' she inquired, 'what do knock-kneed riders do?'"

STILL THEY GO!

"Motorcycle thieves have reached this city," writes Guy W. Webb, Harley-Davidson dealer at Minneapolis, Minn. Mr. Webb asks assistance in recovering two Harley-Davidsons, one of which belonged to H. E. Patterson, and the other to L. Banks, both of Minneapolis. Patterson's machine was a 1913 twin, chain drive, and the motor number is 1211-E. The equipment consisted of a Prest-O-Lite tank, Old Reliable headlight, Mesinger No. 5 saddle and Goodyear tires. Banks' machine was a 1912 magneto model, belt-driven and the motor number is 2117-B.

DEFINING THE AVERAGE 1914 MOTORCYCLE

Comparative Data Going Back to 1912 Shows Twin Growing Steadily in Favor; Clutch Universal and Two-Speeds Gaining Rapidly; Mechanical Valves Are Standard Demand for Two Brakes Continues to Increase

By Murray Fahnestock.

THE American motorcycle of 1914 is the culmination of many years of successful manufacturing and naturally marks a distinct advance over its predecessors of 1912 and 1913. While motorcycles of recent years have been so sturdily built that it is not absolutely necessary for the rider to buy a new machine every year, still the recent improvements are a great inducement to those riders who wish to keep up to date and who must have the best of everything. Many riders will be, of course, drawn into the sport of motorcycling by the improvements in starting devices, and by the assurance afforded by the two-speed gear that the motorcycle is a go-anywhere vehicle.

Nearly all of the larger motorcycle manufacturing companies have increased the size of their factories during the past year, and as their productive capacities have become better organized they are able to produce better motorcycles at lower prices than heretofore. This directly benefits the rider, of course, and also helps the dealer, as it enables more and easier sales to be made. While the difference in price between the *average* 1913 and 1914 motorcycle is only $6.50, still the real difference is much greater than this, as the 1914 motorcycle is fitted with footboards, often with two-speed gears and starting devices and is, in some cases, fully equipped. The equipment alone represents a substantial added value. As the average price of a 1914 automobile is $2,508, it will be evident that the interest on the investment and the depreciation of a motorcycle will be less than one-tenth that of an automobile, thus substantiating the motorcycle's claim to remarkable economy.

Increase in Motor Power

The average motor this year is more powerful than it was last year, but the increase is not as great as it was the year before. The general introduction of two-speed gears will probably have a decided tendency to limit motor sizes, as a 61 cubic inch motor, in connection with a two-speed gear, has sufficient power to take even a sidecar almost anywhere. As the motorcycle will always be largely used for solo riding, it is probable that the motor sizes have reached their maximum, and that the motor of the average motorcycle will probably be smaller next year.

In this connection, the F. A. M. has acted wisely in limiting the size of racing motors to 61 cubic inches as they have plenty of speed and the limitation will have a tendency to induce manufacturers to seek increased efficiency rather than mere bulk to attain results.

In 1912 the single-cylinder motor was the predominant type with a percentage of 71 per cent., while in 1913 the battle of the cylinders had become nearly equal, as shown by a percentage of 55 per cent. for the single-cylinder motors, as compared with 41 per cent. for the twins. But in 1914 the twin motors have forged ahead with a percentage of 51 per cent. This comparison only takes into account the various models listed by the makers; if the actual number of motorcycles were known, the twin would lead by a much greater margin. Having the parts and stock on hand, there is always a tendency for the makers to continue listing the single-cylinder machines, even though the demand for them may have become small. The four-cylinder motorcycles have been confined to the Henderson and the Pierce.

Interest in Two-Speed Gears

In 1912 the percentage of automatic inlet valves was 46 per cent., but in 1913 it had been cut down to two motors which were probably left-overs from the previous year.

The belt drive was the favorite in 1912, as 71 per cent. of the motorcycles were so equipped; but in 1913 the chain had acquired the ascendency with an increase to 62 per cent. In 1914 the chain drive has made additional gains, and shows a percentage of about 77 per cent. For many years the Pierce was the only representative of the shaft drive, but 1914 shows the addition of the shaft drive on the twin Feilbach. The Morse-Beauregard also employs the shaft drive.

In two-speed gears, large gains have been made. In 1912 only 8 per cent. of the motorcycles were fitted with two-speeds, while in 1913 the number had increased to 15 per cent. But 1914 has seen a veritable landslide in this direction, as 39 per cent. are so equipped. In 1912 the Thiem was the only motorcycle with the two-speed gear located in the rear hub. In 1913 the Merkel tried this location, and it was also adopted by the Thor. The present year shows the rear hub location adopted by the Henderson and the Harley-Davidson, but dropped by the Merkel. The Indian was the first to adopt the intermediate location for the two-speed gear, and they have remained stanch adherents to this position. Among those using the countershaft location are the Yale, Dayton, Feilbach and the Pope.

The sliding gear and the planteary type have held about the same relative proportions during the last three years. The chief advocates of the sliding gear, or the sliding dog clutch type, being the Indian, Dayton, R-S, Feilbach, Minneapolis, Michaelson and Pope. The planetary form is advocated by the Yale, the Excelsior, and the new Eclipse two-speed. The Harley-Davidson and the Thor two-speeds have sliding dog clutches but, as the gears are arranged in planetary form, they may be classified as planetary gears.

The Clutch Now Universal

The use of two-speed gears naturally draws attention to the clutch. In 1912 the majority of motorcycles were fitted with some form of a clutch, the exact percentage being 79 per cent., but in 1913, all except two models were clutch-equipped. In 1914 the use of the clutch is, of course, universal. Clutch locations are so diversified as to be difficult of classification, and include the rear hub location, the countershaft and the engine-shaft, and they are also incorporated with the two-speed gear. There seems to be an increasing tendency to locate the clutch on the engine shaft as, owing to the greater leverage afforded, a clutch at this point need not be so large to attain the desired results.

In 1912 battery ignition was still furnished on 14 per cent. of the motorcycles, but in 1913 the magneto had won a complete victory, all the machines being magneto-equipped. This is also true for 1914, save that the Hendee Special, with its complete electrical system, has no need of a magneto and so one is not furnished. As the chief trouble with battery ignition was "run-down" batteries and, as the Indian dynamo keeps the storage batteries fully charged the new electrical system should be successful and give a better spark at low motor speeds than magneto ignition.

Lubrication by force feed or some type of mechanical oiler has shown a steady increase from 19 per cent. in 1912 to 29 per cent. in 1913, and to 39 per cent. in 1914. The other motorcycles use the splash system or some form of drip or sight-feed oiling.

Brakes have been enlarged and made more effective, while the number utilizing two brakes has increased from 10 per cent. in 1913 to 21 per cent. in 1914. The number using a double brake control has increased to a far greater extent than this, and is largely due to the fitting of footrests.

Carrying Fuel and Oil

The size of motorcycles as represented by the wheelbase has varied from 57.75 inches in 1912 to 56.95 inches in 1913 and to 57.38 inches for the 1914 models.

As riders are touring to a greater extent and as a larger capacity for gasoline and oil diminishes the necessity for replenishing the fuel supply every day, the gasoline capacity of the average motorcycle has risen from 1.96 gallons in 1912 to 2.41 gallons for 1913, and to 2.42 gallons for the present day motorcycles. The oil capacity is still increasing, as shown by 2.21 quarts in 1912 and 2.37 quarts in 1913 and 2.61 quarts this year. The use of the space behind the seat mast is a probable reason for the greater oil capacity. Also, the use of poor gasoline may cause trouble, but is not apt to do any permanent harm, while the use of poor oil, obtained at a wayside stop, may cause expensive wear in the bearings and other points.

Little data is obtainable as to the weights of the various makes and such information as is furnished is often very different from the actual weights of the motorcycles. Comparisons of this nature are naturally not absolute, but are merely intended as straws to show the direction in which the wind is blowing.

THE STORY AT A GLANCE.

Details:	1912.	1913.	1914.
Price		$255.00	$248.50
Horsepower	5.04	6.05	6.39
Single Cylinders..	71%	55%	45%
Twin Cylinders...	26%	41%	51%
Valves, Automatic	46%	3%	....
Valves, Mechanical	54%	97%	100%
Chain Drive......	27%	62%	77%
Belt Drive........	71%	36%	19%
Two-Speed	8%	15%	39%
Clutch	79%	97%	100%
Battery Ignition...	14%	....	3%
Lubrication, Mechanical	19%	29%	39%
Two Brakes......	8%	10%	21%
Gasoline, Gallons..	1.96	2.41	2.42
Oil, Quarts........	2.21	2.37	2.61
Wheelbase, Inches	57.75	56.95	57.38

MIDNIGHT ENDURANCE RUN

An unusual feature of the midnight endurance run of the Toronto (Ont.) Motorcycle Club, held on the last night of the old year, was the presence of more sidecar entrants than solo contestants. The official entry list included twelve sidecar outfits and two solo riders, although a number participated in the run who were not officially entered. Five sidecar teams came through with perfect scores, but the solo riders found the going too stiff. Two Indians, two Excelsiors and one Flying Merkel with passenger attachments figured in the perfect score division.

LORAIN QUARTERLY RUN

Heavy snow did not prevent nine members of the Lorain (O.) M. C. from starting on the club's first quarterly endurance run, held recently. Seven of the riders abandoned the trail at Elyria, while Fred Engle and H. B. Meyers continued. Engle dropped out at Rocky River, and then, despite almost unrideable roads, Meyers, riding a Harley-Davidson, completed the run alone, reaching Lorain at 7 p. m., having been on the road ten and a half hours.

PATTERSON'S APPOINTMENTS

C. B. Bishop, of 107 St. Paul street, Dallas, Texas, and Craig Pottinger, Box 841, Phoenix, Ariz., have been appointed state commissioners by President Patterson.

NINE DEALERS AT BALTIMORE SHOW

BALTIMORE, MD., January 19.—The motorcycle show at the Fifth Regiment Armory opened last Tuesday evening under very satisfactory conditions. The dealers are grouped this year in a large room off the main floor, where the automobiles are being exhibited. This arrangement gives the two-wheelers an almost exclusive show. The display this year is better than ever before, and as usual, the motorcycle is attracting a great deal of attention. There are nine Baltimore dealers represented at the Show. Howard A. French & Company are there with the full line of 1914 Indians, and the "electrified" and fully-equipped models are leading features. Chic. Thomas, the retired racing champion of Maryland, is in charge of the display.

Merryman & Robinson are showing the Dayton; the Heinz Motor Company, the Harley-Davidson; the Clark Motor Company, the Henderson; John F. Kitz, the Emblem; the Frederick Tiemeyer Motor & Supply Company, the Pope; Randall Manufacturing Company, the Reading-Standard and the Minneapolis tri-car; G. C. Sandruck & Sons, the Flying Merkel. The Merkel machine used by Maldwyn E. Jones, winner of second place in the Savannah 300-mile race, is on display at the Merkel stand. The Maryland Cycle Company is showing the Excelsior, and the Holofcener Gas & Electric Company, has the Yale on display.

Boyd Gets Fourth Term

After the hottest campaign in its history, the election of officers of the Maryland M. C. was held on January 7. The field of candidates was a large one, but President Frank O. Boyd was re-elected for the fourth consecutive time, the members thus showing confidence in his administration and appreciating the work he has done for the club.

The other officers elected, follow: Dr. Ferd. Lautenbach, vice-president; H. E. Snyder, secretary; William Wood, treasurer; C. P. Frank, captain; Joseph Hannibal, first lieutenant; W. F. McCauley, second lieutenant; Frank Fertita, third lieutenant.

The by-laws were amended, increasing the members-at-large of the executive committee from two to six, and the following were selected to serve during 1914: D. W. Bridges, Roger Wilkins, F. L. Shaffer, T. A. Krug, Andrew Gebhardt and J. E. Codd. The committee to have charge of the annual banquet was also named. The reports of the president, secretary and treasurer showed the club in a flourishing condition, financially and otherwise.

Sandruck Heads Chesapeake M. C.

The officers of the Chesapeake M. C. elected for the year at the last meeting are: Irvin Sandruck, president; Noland Leppo, vice-president; George W. Coggins, secretary; Samuel C. Brown, treasurer; John L. Strube, captain; Chester Sherman, first lieutenant; Albert Mendels, second lieutenant; Herbert Shawker, third lieutenant; Frank Gase, color-bearer. The club decided to incorporate and papers were turned over to Attorney Harry C. Jones. The meeting concluded with the serving of refreshments.

ACTIVITY IN SEDALIA

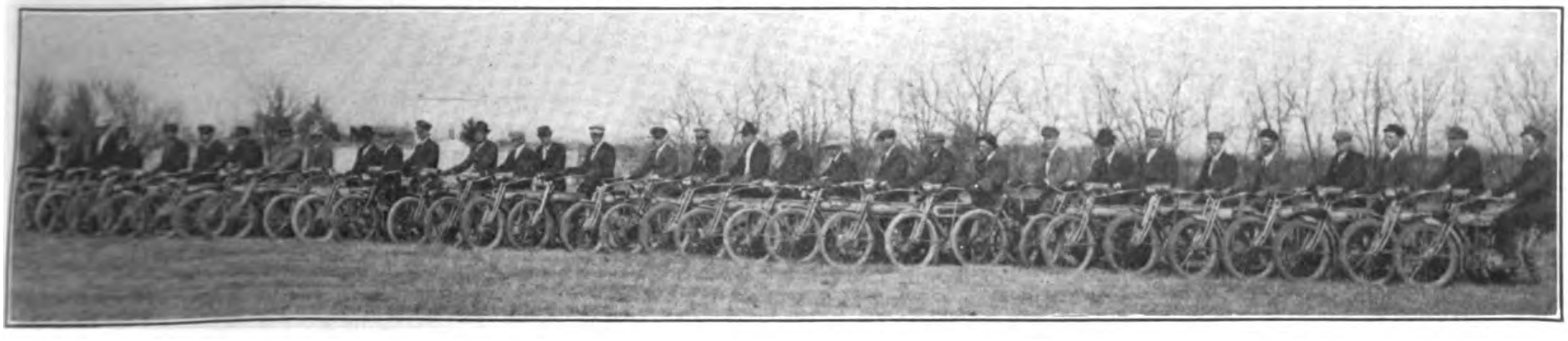
Sedalia, Mo.—With almost 100 motorcycle riders, a live club and a number of enterprising dealers, this city bids fair to rank high among motorcycle towns of its size. With the exception of one heavy snowstorm, good weather has obtained during the entire winter and many of the riders have used their machines every day. An annual meeting of the Sedalia M. C. was recently held in the Y. M. C. A. building and officers were elected. The new staff follows: L. P. Myers, president; Emil Lange, vice-president; L. H. Monsees, secretary-treasurer; E. C. Brunckhorst, captain; H. T. Arnold, first lieutenant, and Carl Kobrock, second lieutenant.

Two propositions for race meets, one from the State Fair Board and one from the Liberty Park Board, were brought up at this meeting, but it was not decided which to accept.

Although only one 1914 machine has been received in Sedalia, the dealers report great interest in the new models. The machine referred to was received by John Robb, the Indian representative. L. H. Monsees, the Harley-Davidson dealer, has formed a partnership with L. P. Myers. In addition to their regular business they have recently added a package delivery and motorcycle messenger service. Ed Brunckhorst and Homer Hall are also in the motorcycle business, representing the Yale and the Excelsior, respectively.

RIDING TO CHURCH

Having used their machines for almost every purpose to which a motorcycle could possibly be adapted, members of a county motorcycle club, comprised of riders living near the towns of Canton and Goessel, Kan., recently rode their machines to church on Sunday morning. The first morning the plan was carried out there were more than thirty motorcycles lined up near the church when the services began. The club claims to have the largest membership of any county motorcycle club in the state. Some of its members are shown in the accompanying photograph.



A Squad of Kansas Riders Who Make the Most of Their Mounts, Even Riding Them to Church. See Item Above.

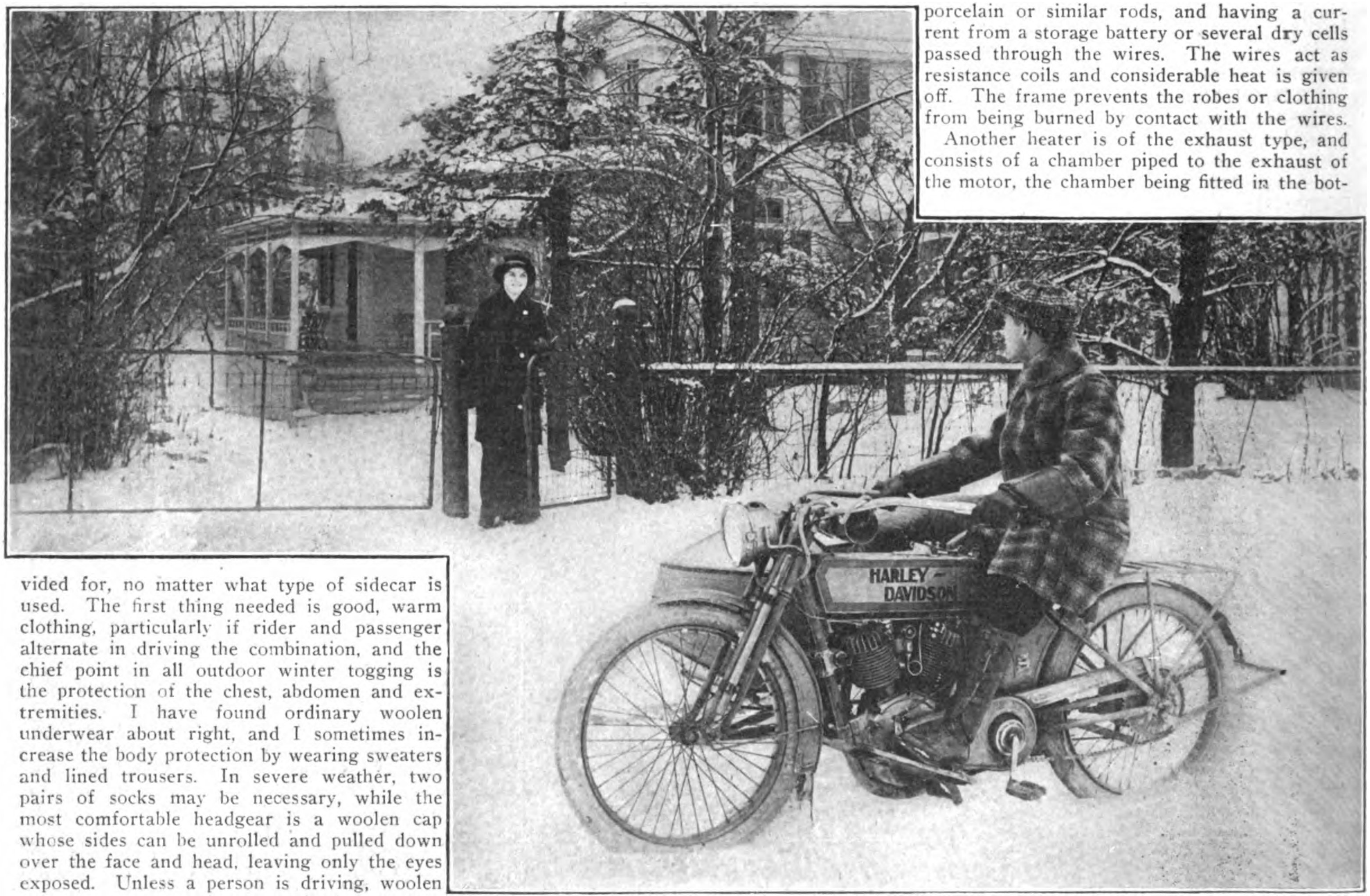
THE SIDECAR OUTFIT IN WINTER SERVICE

Warm Clothing and, in Particularly Cold Weather, a Simple Heating Attachment Will Keep the Passenger Snug While He Enjoys the Thousand and One Beauties of the Winter Landscape—Some Hints Regarding Sidecar Equipment

By THE COURIER

ONE of the saddest sights these days—at least to me, as a sidecarist—is the number of sidecar combinations standing idle in the motorcycle garages. There are other mournful spectacles, such as seeing erstwhile riders enjoying winter sports by proxy, thanks to the "movies," but the abandonment of the sidecar when the mercury retires modestly toward the bulb of the thermometer either indicates that the owner is a "fair-weather sport" or that he does not realize to the full the pleasures of sidecaring. The sidecar, be it known, is an all-the-year-round vehicle.

In winter riding, the first requisite is comfort for the passenger and this is easily provided for, no matter what type of sidecar is used. The first thing needed is good, warm clothing, particularly if rider and passenger alternate in driving the combination, and the chief point in all outdoor winter togging is the protection of the chest, abdomen and extremities. I have found ordinary woolen underwear about right, and I sometimes increase the body protection by wearing sweaters and lined trousers. In severe weather, two pairs of socks may be necessary, while the most comfortable headgear is a woolen cap whose sides can be unrolled and pulled down over the face and head, leaving only the eyes exposed. Unless a person is driving, woolen gloves are rather more desirable than leather, even if the latter are lined.



Making the Most of a Blanket

So much for the passenger; now for the sidecar. Unless the thermometer is about at zero, a good heavy blanket affords fine foot and leg protection; in fact, it is all that is necessary for most passengers. I used an army blanket, folded double, all last winter and no one who was wrapped in it complained of cold feet or hands, even when the tires gave out that crisp sound which is typical of many degrees below the freezing point.

The method of wrapping the blanket is to lay it lengthwise in the nose of the sidecar, bringing the upper part up far enough to cover the body to a point above the hips. The passenger gets in and pulls the blanket about him, then tucks the sides in and finally "anchors" the covering by sitting on it. The apron is then drawn up and buttoned or tucked in at the sides, and the passenger is as snug as the proverbial bug. His arms are free, and goggles protect his eyes, while he has the benefit of the crisp, healthy winter air without discomfort. Last February I taught a solo rider how to drive sidecar one day when the thermometer was at two degrees above zero, and we enjoyed a 60-mile trip immensely. Being the sidecar occupant and using the blanket mentioned above, I was quite comfortable.

Heating the Sidecar

For those who desire a heated sidecar body, there are three methods by which good results may be obtained. The first is by means of a charcoal, or patent fuel, heater which is placed in the nose of the body and upon which the passenger's feet rest. The fuel charge usually lasts several hours and gives lots of heat without any unpleasant gas. Not every automobile supply house carries these heaters, but some do and the prospective purchaser should be sure that the heater will be small enough to fit into the sidecar body, as many different types are made, nearly all for automobile service.

Electric and Exhaust Heating

The second type is the electric heater, which can sometimes be purchased, but generally has to be made by an electrician. It consists of a frame carrying coils of wire mounted on porcelain or similar rods, and having a current from a storage battery or several dry cells passed through the wires. The wires act as resistance coils and considerable heat is given off. The frame prevents the robes or clothing from being burned by contact with the wires.

Another heater is of the exhaust type, and consists of a chamber piped to the exhaust of the motor, the chamber being fitted in the bottom of the sidecar. The inlet pipe is attached to the front exhaust pipe of the motor and a valve is fitted to regulate the flow of the gases. The outlet pipe extends out at the side of the car and finally carries away the exhaust gases. Partitions in the heater cause it to become hot by diverting the flow of the exhaust, and the discharge through the outlet pipe will generally be more silent than that through a muffler, as the gases are allowed to expand more than in the latter. The only flaw in this

James A. Marceau, 608 Weeden Street, Pawtucket, R. I., Appears on the Machine in the Photo. Marceau is an R. F. D. Carrier and Uses His Motorcycle Regularly.

system of heating is that the floor or side of the body must be cut in two places, for the inlet and outlet pipes, and these holes will have to be plugged in summer. The drawing shows an exhaust heating system as seen from above.

Open Sidecar Most Desirable

I am writing about the open sidecar, because I have no use for a combination fitted with top and wind-shield for winter service. Winds in winter are apt to be strong and may assist the progress of such a combination if they come from the rear. On the other hand, if they come from the front they will retard the sidecar and machine, out of all proportion to the protection that the top and shield give to the passenger. A sidecar top with the windshield adds more front surface that the open sidecar presents; that is, it more than doubles the front surface presented by the sidecar.

With the curtains rigged, the amount of surface offered to a side wind may be sufficient to cause a dangerous swaying of the combination, at the least, while the driver's view is cut off to that side. Without the side curtains on, the top is only effective as a sort of umbrella and the wind gets inside, forming a series of eddies. A windshield, unless placed close to the passenger, will cause an extra strong draught of air on the latter's neck and back. Side curtains, tops and windshields are all right for city riding in warm or cool weather, but the benefits derived from their use are, in my opinion, outweighed by the extra power required to drive the combination because of their being in place. Therefore, I stick to the open sidecar, with the protection on the passenger—where it should be.

Connecting the Sidecar

While care to have the sidecar connected properly in fine weather is very necessary, particular attention to proper connection in winter is absolutely essential. A properly-connected sidecar will not skid nor side-slip, but one that leans toward or away from the motorcycle will usually give rise to astonishing gyrations on slithery surfaces, even with studded tires on all three wheels. I recall going out with a sidecarist last January on icy asphalt streets. We went out to watch the skidding automobiles and finally had several side-slips ourselves, none of them very serious.

After the third one we looked at the connections and found them slightly out of place, causing a lack of horizontal alignment between machine and sidecar. This we remedied in short order and passing over the same streets again we found no tendency to slip. This goes to show that the three-wheeled sidecar combination is the steadiest form of motor vehicle where the roads are at all slithery, provided the car is aligned properly. No solo riders were out on the day referred to; those who ventured to ride had to give it up, as they could not control their mounts.

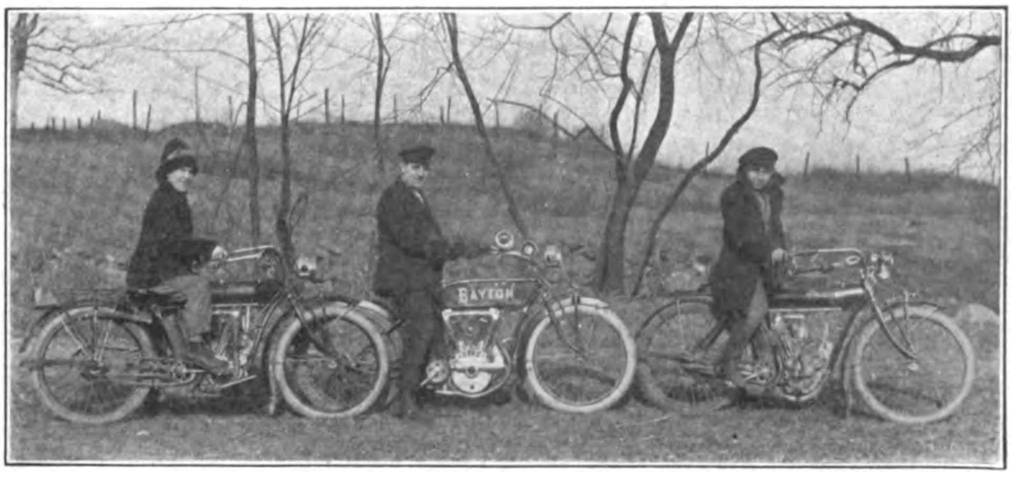
Thin Snow No Obstacle

Driving in the snow is far from unpleasant, especially if the "beautiful" packs under the wheels. It may need the low gear of a two-speed machine if more than two inches deep and if slight grades are part of the run, although I have ridden in four inches of packing snow with a single-geared 7 horsepower twin and sidecar, geared 5:1. This was where no 30 per cent. grades were attempted. Loose snow is not so good for sidecar travel, owing to its being kicked up by the wheels and interfering somewhat with progress as a result. In connection with snow driving in the country, it is well for the rider and passenger both to wear tinted goggles, as the glare of the sun on the snow may cause a temporary "snow blindness," and leave the combination helpless long enough to cause trouble. A good color is a blue or violet tint, this enabling the various objects on the road and alongside to have somewhat their natural appearance. As regards the depth of snow, four inches is about the limit for a single-geared combination with a sidecar whose weight, empty, is less than 150 pounds. With a 180-pound sidecar, a two-speed gear with top ratio of 4 to 4¾:1 will serve for this depth, as the low gear can be used when the going becomes hard. It is hardly necessary to add that overheating with these gear ratios will not cause trouble.

The Wheels and Tires

For winter sidecaring, the three wheels of the combination are best shod with the same size and tread of tire. My personal choice is a 28 by 3 inch rubber-studded casing on all three wheels, the rear and side wheel tires being inflated to full pressure as prescribed by the makers, and the front wheel slightly softer. The harder the tire is inflated the fewer are the chances of puncture, rim-cutting and other evils. Snow forms a sort of cushion which almost allows of 2½-inch tires all around, or even solid tires, but with the big pneumatics the riding is very easy and the traction better. I do not advocate fitting 3-inch tires where the combination is shod normally with 2¾'s, but rather that the tires should be uniform. As I drive a 7½ horsepower, single-geared twin with 140-pound sidecar, I use the 3-inch tire. To those who have a sidecar with 26-inch wheel and the machine fitted with 28-inch wheels, I suggest that a change to uniform wheel sizes be made before riding in winter, as the relative speed of the two sizes of wheels tends to promote side-slipping or what is worse, front-wheel skidding, wherever the road is at all slippery.

One can see from what has just been written that winter sidecaring needs no elaborate preparation as regards the combination itself, and only such additional clothing as would be worn on any winter outdoors trip. But a sidecar combination permits of no slouchy fitting of its units together, or a tendency toward slipping will be noted. Well-wrapped in his blanket or rug, and properly protected from wind and cold, the sidecar passenger has the exhilaration of traveling in the fresh winter air; the pleasures of sleighing are his, with the assurance that there will be no horse to think about at the end of 15 miles or so. He also has the satisfaction of going where few other vehicles can go in the same weather.

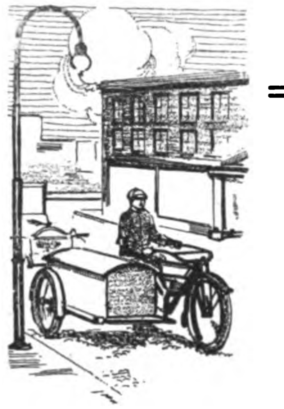


Three Hardy Riders of North Providence, R. I., Are Shown Above. From Left to Right They Are S. Litterio, R. Hall and J. Willis.

SELLING A MOTORCYCLE DELIVERY VAN

The Busy Merchant Asks Some Questions and the Dealer Answers Them to Good Effect

By DWIGHT B. PANGBURN



Scene—The office of a department store
Time—Any day
Mr. Black—The busy merchant
Mr. White—The wideawake motorcycle dealer.

"GOOD morning, Mr. Black, I want about ten minutes of your time, and in return I am going to show you how to save several hundred dollars a year."

"Very well, how are you going to do that?"

"You deliver a large number of packages during the year, don't you, Mr. Black? Not enough to keep a man and wagon busy all the time, as you send them out by the Tradesman's Delivery System?"

"Yes."

"Have you ever considered delivering them yourself?"

"Yes, but I lost on it because I didn't have enough packages to keep a man busy all the time. It costs me 15 cents per package."

"And now you pay the system 10 cents for each package?"

"Yes."

"I want to furnish you with a delivery system of your own."

"Well, you can't do it. I'm satisfied now."

THE DEPARTMENT STORE

"You're satisfied to pay 10 cents per package, Mr. Black, when you could have a system all your own which would do it for about half that much? That sounds strange."

"For half that? What do you mean? How can you deliver so cheaply?"

How the Problem Is Solved

"By using a motorcycle and sidecar delivery van; the kind of a horse that doesn't have to be fed when it's not working, driven by a boy who does other things when he is not operating that. I can give you the name of a concern that does it under contract at the rate of three packages for a quarter, anywhere in the city limits. And they make money on it too, at their rate of 8⅓ cents each."

"By motorcycle, eh! Huh! I thought those things were just to ride around on and have a good time."

"You can't beat them for having a good time, and you can't beat them for work either. Automobile delivery is cheaper than delivery by horse and wagon; motorcycle delivery is cheaper yet. The lightest automobile truck you can buy weighs over 1,400 pounds; the motorcycle outfit weighs about 400 pounds. The automobile goes 18-20 miles per gallon of gas, and the motorcycle 45-55 miles on the same amount of fuel. The automobile costs $600 new, and the motorcycle outfit costs $300. A boy of 16 can operate the motorcycle while you wouldn't trust the automobile with anyone but a man."

"But I'd have to pay for a place to keep it in."

"Not if you have a barn or any similar place of your own. And you could get storage for it, anyway, at $1 per month. How many articles are you delivering now?"

"I'm sending out about 250 per week."

The Distribution of Expenses

"At 10 cents each that's $25 per week. Now let me show you what that would do. You could hire a boy to run the motorcycle outfit for $8 a week. That leaves $17 a week for expenses, interest on the investment and profits. I can tell you very closely what the expenses are going to be from reports by others who are using our machines. You ought not to average more than one mile per package, if your loads are made up carefully. That is 250 miles per week, which means five gallons of gas, at 20 cents, or $1; one quart of oil at 20 cents and about $1.50 of wear on tires.

A Guaranteed Proposition

"That sounds interesting, Mr. White, but how am I to know that my machine, if I bought one, would do as well as that?"

"Because I'll make you this proposition, Mr. Black. I will furnish you with the outfit on April 1, which is as soon as I can get it, because so many other people are after them too. You can use it for one month on free trial, merely paying the expenses. If at the end of that time, on the basis of 250 packages per week and $8 per week for the operator, it has not done your delivering for you at 6 cents or under per package, I will take it off your hands without charge. If it does do this you are to buy it at the regular price."

"That looks pretty good, but——"

"But you want to remember that it isn't only cheaper deliveries that you're getting; you're also getting better deliveries. Your van can go anywhere in town and back in 25 minutes. Your goods go direct to your customers without going to half a dozen other places first. There is little chance of their being delivered to other people than the ones intended, as there is with the present system. And on hurry calls you won't have to send a boy out on the car and pay his fare. And then, too, it won't take the boy more than half the time at present consumed to deliver only 40 packages a day, and in the meantime he can do other things for you, or you only need to hire him for half time."

CHECK $13.71=
SAFE

"Well, that sounds all right——"

Continuous Advertising

"And what's more it is all right. There's another thing, too, that you want to keep in mind. You'll be getting good advertising every minute that van is on the street; free advertising at that. You see these machines are not so common now but that everybody looks at them, so the advertising value is greater than that of an ordinary delivery wagon, and you're not even getting that at present. You could add to its advertising value by inserting in your regular notices in the papers that you can give quick service, and telling how."

"That's so. I hadn't thought of all those things. Have you that proposition written out?"

"I have. Here it is, and here are the order blanks."

Mr. Black reads.

"Well, on the strength of this I think I'll take you up," and he signs.

"And now; how many minutes of your time have I taken, Mr. Black?"

"Let me see," looking at his watch, "just 12 minutes."

"Then remember that for each of those minutes you will be saving a dollar a week after April 1. Better send your boy around for a little instruction in the latter part of March. Thank you. Good morning."

Mr. Black (after dealer leaves)—"Well, well, that's an interesting plan. Let's see how it looks on paper:

Present cost per week		$25.00
Boy's wages	$8.00	
Gasoline, 5 gal.@20c	1.00	
Oil, 1 qt.@20c	.20	
Tires, 250 miles	1.50	
Repairs, average	.30	
Int. 1 week@5% on $300	.29	11.29
Profit (saving) per week		$13.71

At this rate the outfit would pay for itself in 22 weeks, and the packages will cost 4.46 cents each to deliver.

"I'd like to have as good a proposition as that offered me every morning."

BUFFALO M. C.'S NEW STAFF

Despite the handicap suffered by the Buffalo (N. Y.) M. C. as a result of the recent fire which necessitated vacating the old rooms and taking up new quarters, the club has carried out its program without change. Shortly after the fire the members gathered in the new rooms for the annual election, on which occasion C. A. Johndahl, one of the oldest riders in the city, was chosen to guide the club during another year. He will be assisted by John Leuer, vice-president; George H. Haier, secretary-treasurer; M. D. MacDonald, financial-secretary; Frank Trautman, captain; Charles Liske and William Mensch, first and second lieutenants, respectively. O. H. Peters, F. Trautman and O. L. Neal were elected directors.

Former President Peters, who held office during 1913, was instrumental in bringing about an increase of more than 200 per cent in the club's membership.

F. A. M. COHORTS WAGE FIGHT IN ROCHESTER

Engage Counsel and Appear Before City Fathers in Protest Against Proposed Ordinance

ROCHESTER, N. Y., January 17.—Motorcyclists were present in large numbers at the recent hearing of the Common Council Law Committee on the new traffic ordinance proposed for early adoption. The ordinance includes a clause which provides that motorcyclists shall carry numbers on their machines front and rear, pay a license fee of $2 a year, and be subject to the same speed regulations as automobilists. Punishment for violation of regulations is to be very severe, the third offense calling for the revoking of a rider's license. He cannot then obtain another.

Prior to the hearing the ordinance, as proposed, was published in Rochester newspapers, but no invitation was given motorcycle owners to be present at the hearing. However, local F. A. M. Commissioner, Dr. Clint W. LaSalle, suspected a "nigger in the wood pile" and upon learning that the motorcycle clause was included in the ordinance, engaged ex-Alderman William J. Baker, and obtained the financial support of the dealers. Through Mr. Baker the protest of the Rochester Hotel Men's Association was also obtained.

At the hearing Dr. LaSalle and Mr. Baker voiced vigorous opposition to the passage at any time of such an ordinance, asserting that the proposed state legislation will surely regulate the matter. The hotel men's protest was based on the fact that the hotels would lose business by reason of touring riders leaving Rochester out of their itineraries. Dr. LaSalle proved that the dealers were losing considerable business as prospective riders would not purchase machines while there was a possibility of such measures taking effect. After a long session, in which F. A. M. representatives held the floor most of the time, Chairman Westbury, of the Law Committee, replied in effect as follows:

"The council does not wish to impose any hardships upon dealers, hotel men or riders, but the rapidly increasing number of motorcyclists in the city makes it necessary for some regulation. We believe that state legislation is the proper method of governing the operation of motorcycles, as well as of other motor vehicles, but until such state regulations are in effect, local ordinances should obtain."

As the matter now stands the ordinance must be re-introduced to the new council sitting this month, then revised and recodified before passage. All things considered, it will be impossible to have it take effect before April and by that time it will be known if there is to be a state law.

Much credit is due Dr. LaSalle for the able manner in which he is handling the interests of the riders. Dr. LaSalle in turn is enthusiastic in his praise of the Rochester dealers and Mr. Greal, of the Hotel Eggleston, the F A. M. hotel, for their generous support

CLEVELAND M. C. ELECTS OFFICERS

At a recent meeting of the Cleveland Motorcycle Club, officers were elected for the year 1914, as follows: President, Harry Johnson; vice-president, Art McBeth; recording secretary and treasurer, Grambo; financial secretary, R. S. McConnell; trustees, Harold Bramley and Elliston; publicity man, Hays.

A TAMPA ORDINANCE

In the new traffic ordinance submitted to the Council of Tampa, Fla., November 26, prohibition of passenger-carrying on a motorcycle was a feature. This clause was so worded as to forbid all tandem riding.

SNYDER WINS FROM TEBOUT

Paterson, N. J.—In a recent match race between Harvey Snyder, Indian, and Leonard Tebout, Pope, which was run on the Motor Parkway, Long Island, Snyder won two out of three heats. The match was held to decide the championship of Paterson.

F. A. M. PAYS FIFTEENTH REWARD

Buffalo, N. Y.—The F. A. M. has just paid its fifteenth reward of $25 for the recovery of a member's stolen machine. The reward was paid to W. E. James, of Bakersfield, Cal., who was instrumental in catching the thief who, on August 8 last, stole the motorcycle belonging to V. W. Sanders, of Oil Center, Cal., F. A. M. member, No. 23,865.

POULTRYMAN USES MOTORCYCLE

Fred W. Diehl, a poultryman of Piedmont, Cal. finds his motorcycle useful in delivering eggs and dressed fowls. He writes that the use of the machine enables him to give his customers much better service than would otherwise be possible.

AN ENTHUSIASTIC TRAPPER

H O Beebe, a trapper of Springfield, Mass., has been using a motorcycle this winter instead of plodding about on foot to reset his traps He is delighted with the manner in which his two-wheeler goes through the snow and mud and he also makes his rounds in a fraction of the time required before.

FAIR RIDERS ARE STILL ENROLLING

Spread of Motorcycle Interest Among Women Has Been Unusually Rapid of Late, and It Is Predicted That Arrival of Open-Frame Mount Would Start a Sales Boom.

THERE has been a marked tendency of late among women riders of this country to follow the example set by their sisters across the water in respect to joining the ranks of motorcyclists. It has been estimated that at the present time there are no fewer than 500 feminine riders in the United States, and although many of these ride heavy twin machines it is generally conceded that a light mount, preferably of the open-frame type, would find ready sale in this country.

Mrs. Zieman and Her Novel Outfit

In the photograph which accompanies this article is shown Mrs. H. J. Zieman, of San Diego, Cal. Mrs. Zieman has adopted the Gale type of side-by-side seating for the tandem, and in this way she is enabled to take her two daughters, shown in the picture, on many of her motorcycle trips into the country. She has used her Yale, carrying the two tandem passengers, for more than a year and writes that it has given excellent service.

Among the more popular fair riders in the New York district are Miss Frances Loeb, Mrs. Hillyer and Miss Edith Whitney. Miss Loeb is an active member of the Harlem Motorcycle Club and accompanies the boys on almost all of the club runs. Mrs. Hillyer is the wife of the Brooklyn Excelsior dealer and has attracted much favorable comment because of the skillful manner in which she handled her big "X." Miss Whitney is credited with having traveled more than 3,500 miles (mostly on Long Island) during the last summer.

HILL-CLIMBING IN AUSTRALIA

A recent notable performance of an Emblem was the climbing of a hill 600 feet long, with a rise of 112 feet. The feat was accomplished in Australia and was especially difficult in that there was no road up the hill, the ascent being made through deep grass.

OHIO ROAD BULLETINS

If a plan recently proposed by James R. Marker, state highway commissioner of Ohio, is carried out, good roads advocates of Ohio will receive monthly bulletins giving detailed information of road conditions throughout the state.

CANVASSING BY MOTORCYCLE

In his frequent canvassing trips, Fred Ickler, of Staples, Minn., rides a motorcycle. He is district manager for the International Correspondence Schools, and his machine enables him to visit many more prospective students than would otherwise be possible.

NEW DETROIT M. C. STAFF

At the January meeting the Detroit Motorcycle Club, elected the following officers: H. G. Smith, president; W. M. Field, first vice-president; H. Childs, second vice-president; J. B. Gault, secretary; A. P. Hubbard, treasurer; J. B. Trossel and A. M. Carter, directors; J. H. Mindidill, sergeant-at-arms, and F. C. Zergin, road-captain.

Among other items in the annual budget of the Atlanta (Ga.) police department is a provision for four additional motorcycles.

Motorcyclists of Michigan City, Ind., recently met and organized the Michigan City M. C.

With the Manufacturers

PLAN EDUCATIONAL CAMPAIGN

One of the New York show week meetings which received comparatively little publicity, but which may have far-reaching results, was that which brought together a number of American ball bearing makers and importers with a view of starting a campaign for the popularization of the ball bearing in preference to the roller bearing type. The conference was held at the Hotel McAlpin, and was attended by representatives of the leading firms in the industry, all of whom believe that the time is ripe for concerted action along the lines above suggested.

Owing to the scope of the undertaking and the fact that the makers and importers had not been given an opportunity to thresh out the situation previously, no definite plans could be taken up, but it was practically decided that steps should be taken to raise a publicity fund in order to proceed with an educational campaign along national lines.

NOVEL COMBINATION SEAT

Motorcyclists who find time to consider comfort as well as mechanical efficiency—and they are rapidly growing in numbers—will find several features to interest them in a combination spring tandem seat and cabinet which is manufactured by the Cabinet Spring Seat Co., 171-181 Market street, Paterson, N. J., and handled by F. A. Baker & Co., 10 Warren street, New York. The upper section of this seat rests on carefully tensioned springs, the latter being imbedded in one-inch solid wood supports at both top and bottom to prevent any side swing. Between the top proper and the base of the seat is a neat chamber in which tools, spare parts or an extra inner tube may be carried handily. A strong leather flap comes down over the chamber opening and is fastened with thumb screws so that there is no danger of losing anything that is placed in the receptacle. There is considerable room for tools, etc., in the chamber even when the seat is compressed by the weight of a passenger.

The combination is made in four sizes, to fit any luggage-carrier, and is finished in red, blue, green, brown or gray. It is easily attached by a clamp, spring washers and wing nuts. The price is $4.75.

MEETING OF NEW ERA CREDITORS

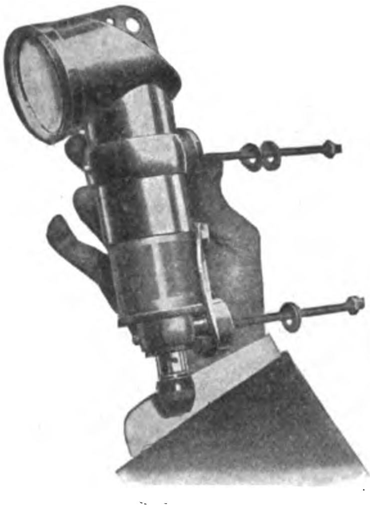
Creditors of the new Era Auto-Cycle Co., of Dayton, Ohio, have been notified to attend a hearing on the affairs of the bankrupt company at 10 a. m. on January 22, at the office of Referee W. S. McConnaughey, 604 City National Bank Building, Dayton. The scheduled debts of the company are $188,823.28, and the assets scheduled foot up to $137,562.90.

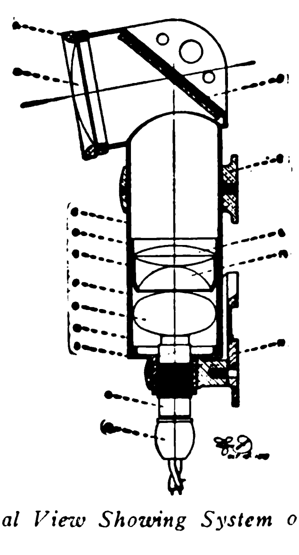
In soliciting business for the Lincoln Fire Proof Storage Co., of Kansas City, Mo., F. A. Wall rides from 50 to 100 miles a day on his motorcycle.

ROFFY ELECTRIC LAMP IS GLARELESS

New Electric Product Affords a Powerful White Field of Non-Dazzling Light, Upper Level of Which Is Below the Eyes of Pedestrians—How the Desired Result Is Attained.

An interesting newcomer in the lighting field is the Roffy lamp, made by the Roffy-Grace Corporation, 1926 Broadway, New York, which is credited with affording all the light needed without glaring. If used in automobile service two of the Roffy lamps are fastened to the radiator, but one of them attached to the steering-head of a motorcycle will meet all the requirements of the rider at night. The Roffy lamp does away with glaring by the use of a conically-shaped achromatic light beam with sharply defined edges, so projected that the upper boundary of the light is parallel with the ground. An even field of white light is produced, strong enough to light up the roadway for a long distance but never striking the eyes of pedestrians or other drivers. To produce an achromatic light beam with sharply defined edges it is necessary to use a lensing system of three accurately ground lenses in conjunction with a French mirror.


The Roffy Lamp Complete


Sectional View Showing System of Lenses

The Roffy lamp is intended for electric service only. It has been designed primarily to meet the requirements in cities where ordinances have been passed prohibiting the use of glaring headlights on motor cars and motorcycles.

THE OLYMPIC LINE OF HORNS

An attractive line of electric horns, moderately-priced and still embodying all the features necessary for long and satisfactory service, is offered under the trade name "Olympic" by the Electric Spark Appliance Co., 140 Imlay street, Brooklyn, N. Y. Style "A" of the Olympic assortment comes complete with push button and wiring at $5, and the buyer may have the horn in black and brass, black and nickel or all black finish. This is a compact and well-finished horn with a far-reaching tone. Style "B" is made in the all black finish only, and sells for $4.50. Model "C" is made up along the lines of the larger Olympic type, but sells for $4. The company also makes a neat "wireless" horn, which is operated by a downward push on a rod embodied in the horn itself. This type sells for $8. Many reasons why the Olympic horns stand the test of time will be supplied by the company on application.

M. A. M. RETAINS ITS OFFICERS

At the annual meeting of the Motor & Accessories Manufacturers, which was held Wednesday, January 7, all the directors whose terms had expired at that time were re-elected, and on the following day the Board of Directors met and retained the entire official staff of the past year. The directors who were re-elected are J. H. Foster, H. E. Raymond, T. J. Wetzel and C. W. Stiger. They were elected for another term of three years each.

The other officers are as follows: J. H. Foster, of the Hydraulic Pressed Steel Co., president; F. Hallett Lovell, Jr., of the Lovell-McConnell Mfg. Co., first vice-president; C. E. Whitney, of the Whitney Mfg. Co., second vice-president; F. C. Billings, of the Billings & Spencer Co., third vice-president; L. M. Wainwright, of the Diamond Chain & Mfg. Co., treasurer; Alfred P. Sloan, Jr., of the Hyatt Roller Bearing Co., secretary and assistant treasurer; William M. Sweet, manager.

HEADLIGHT FOR SIDECAR

Many motorcyclists are supporting a movement which is on foot in Columbus, O., to compel the use of a light on sidecars, as well as on the motorcycle. It is argued that without a light on the car itself other road-users cannot gauge the width of passenger attachment.

VESTA LIGHTING OUTFIT

C. S. Barkelow, a Consistent Booster of the Merkel Staff

A description of the display of the Vesta Accumulator Company, 2100 Indiana avenue, Chicago, Ill., was intended for the last issue, and having been inadvertently omitted, we are taking the first opportunity to acquaint riders with the company's recently perfected lighting system for motorcycles. The company first developed a small battery and dynamo. The dynamo is a miniature of the company's automobile type which has met with great success since 1910. The Vesta lighting outfit differs from other systems in that the entire system is designed to operate on two volts instead of four or six, as is usually the case. This feature makes it possible for the company to furnish a battery of fully 50-ampere hour capacity, whereas the ordinary battery has a capacity of from 15 to 30-ampere hour.

One of the important features of all dynamos for motor vehicles is the "cut-in" and the "cut-out." By means of a simple centrifugal "cut-in" recently perfected by the Vesta company, positive operation of the battery is insured. There are few connections in the Vesta motorcycle outfit, simplicity being one of the chief aims of the makers. Special brackets for every make of machine are carried in stock by the Chicago firm.

INCREASING LOEWENBERG FACILITIES

Officers of the Loewenberg Company, 58 Golden street, Newark, N. J., are determined that opening the 1914 riding season will not find the company in the same condition as last year. It is stated that the volume of business was so much greater than was expected that the company was unable to make prompt deliveries. To prevent a recurrence of this condition the company is now increasing its manufacturing facilities, and will be able to give prompt service throughout the year. In addition to installing new machinery in the present departments, the company is building an extension to its already large plant.

L. N. Smith, of the Loewenberg company, who has just completed a trip through Pennsylvania, states that there is a great demand for motorcycle clothing, and especially Loewenberg clothing, in that State. He is now traveling through New England and upon the completion of this trip he will make a tour of the Middle West.

SATISFACTORY POPE REPORT

A report on the financial condition of the Pope Mfg. Co., of Hartford, Conn., as existing on December 31, 1913, has been filed by Colonel George Pope, acting as receiver. It is stated that the cash on hand amounted to $[illegible], as compared with $85,404 on November 20, when the receiver took charge of affairs. The December sales of the company amounted to $113,280.

RECEIVER'S REPORT ON FLANDERS AFFAIRS

Property So Far Disposed of Has Brought 55 Per Cent. Of Its Appraisal But Bulk of Pontiac and Chelsea Plants Is Still in Hand —Encouraging Operations Under Receiver.

FOR the benefit of creditors of the Flanders Mfg. Co., of Detroit, the Detroit Trust Company, acting as receiver, has issued a statement (under date of January 12), showing that the assets of the company, appraised some time ago on the basis of their worth as a going concern, totaled $1,620,035.80, and that the inventory value of the assets, according to the books of the company, was $2,727,794.40. Attention is called to the fact that all the personal property on hand, except the accounts, bills receivable, etc., was disposed of shortly after April 1, 1913, by order of the court, the returns being $225,000 cash. It is explained that the receiver found it impossible to sell the property as a whole, owing to the fact that the two large plants were situated in different parts of the state, and because the company's products were so numerous and varied.

After the sale of the personal property the general offices of the Flanders company were closed and its records and some of its employees were transferred to the office of the receiver in Detroit. In September, 1913, the Chelsea and Pontiac plants were offered for sale at public auction, the properties being divided into parcels to facilitate the sale. Two parcels of the Pontiac plant were disposed of, and one parcel of the Chelsea plant was sold. The remaining sections of the plants are still in the hands of the receiver.

The total approved claims against the Flanders company, preferred, secured and general, amount to $925,103.67, and those not approved, which were referred by the receiver to the court, foot up to $116,308.59. Thus the maximum amount of the company's liabilities is shown to be $1,041,412.26. The receiver has paid two dividends, the first one being for 25 per cent. and the second for 15 per cent. A third dividend cannot be paid until the plants are completely disposed of. The receiver has filed with the court an accounting from the date of its appointment, December 5, 1912, to November 1, 1913, the most interesting feature of which is a statement that the gross manufacturing profit under the receiver's operation of the plant for the period mentioned was $16,938.98.

On the property so far disposed of the receiver has realized 55 per cent. of the appraisal, although the estimate was made on the basis of a going concern. This is regarded as unusually encouraging, and should the remaining property be sold on an equally satisfactory basis the ultimate returns to creditors may be considerably higher than were at first estimated.

TO MAKE MOTORCYCLE TIRES

Construction work on the factory of the Quality Tire & Rubber Company, Hartville, Ohio, is being rushed and it is expected that the plant will be ready for operation by the middle of February. The company is capitalized at $75,000, and will manufacture both automobile and motorcycle tires. Its officers are: J. C. Gutherie, president; E. A. Brown, vice-president; E. B. Smith, secretary; E. L. Smith, treasurer; H. E. Trump, factory manager. With the exception of E. L. Smith, who hails from Canton, Ohio, the officers are all Akron men.

A NEAT AND HELPFUL BOOK

The Graton & Knight Mfg. Co., Worcester, Mass., is now distributing its "Belting Manual," an unusually interesting and comprehensive little book which is fresh from the press. This book is in reality a new edition of the company's "Care of Belting" booklet which proved so popular and which solved many problems for belt users in all fields. Many new features have been incorporated in the new book, including new mechanical rules and tables, and figures relative to the various forms of power transmission. The book is of a handy size and can easily be slipped into the hip pocket.

GOODYEARS STOOD THE STRAIN

Of the 37 starters in the Savannah (Ga.) club's recent 300-mile race over the Grand Prize Course, 28 rode machines equipped with Goodyear tires. Thirteen machines were running at the finish of this terrific grind, and of this number 12 were Goodyear-equipped. The fact that the winner's time was 5 hours, 22 minutes and 8 seconds for the 303 miles—an average of 59 miles an hour—and that the track is of macadam gives an idea of the strain and wear to which the tires were subjected. Despite these conditions there was remarkably little tire trouble.

Goodyear men are comparing this statement with the reports of tire experiences that come to automobile racers, as at the Indianapolis speedway, where fast and steady work of the tire changers is often nearly as much a spectacle as the race itself. The motorcycle men assert that the result of the comparison is plainly in favor of the endurance and reliability of the motorcycle tire. Manager S. A. Falor, of the motorcycle tire department of the Goodyear Tire & Rubber Sompany, recently said:

"We are not surprised at the fine showing made by the Goodyear motorcycle tires at the Savannah race. These tires are the result of 14 years of experience in tire building. We were among the first to realize and meet the need of an exceedingly tough and resilient motorcycle tire and we adopted our standard only after we had carefully analyzed every motorcycle tire on the market. We build on our experience."

"Happy" Jameson, Harley-Davidson traveler in Washington and Oregon, who has been delivering the goods in rapid-fire style of late. Great roadster, too.

ANOTHER BRANCH IN THE HENDEE STRING

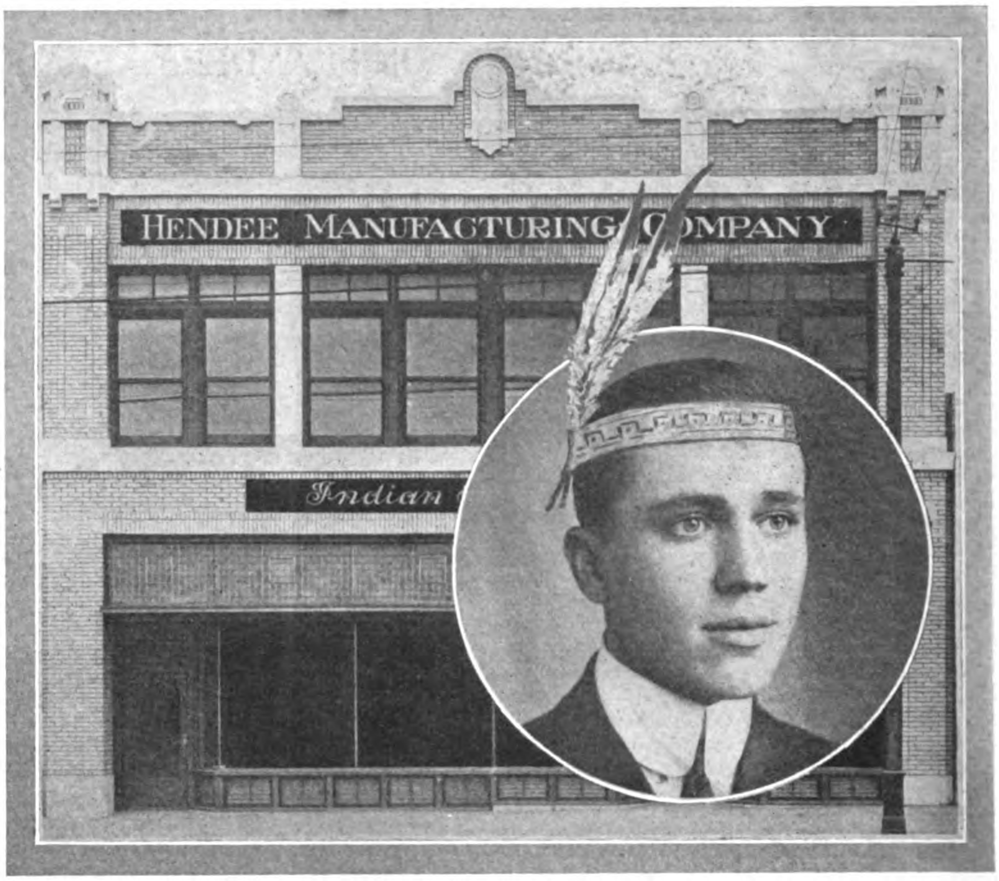
A. H. Crocker, Who Successfully Handled the Indian Branch in Denver During 1913, Has Been Appointed Manager of the New Kansas City Branch Which Was Opened January 1.

INDIAN "over-night" service for dealers and riders in Nebraska, Kansas, Missouri and southern and eastern Iowa, became effective January 1, when the new branch of the Hendee Manufacturing Company was opened at 1930 Grand avenue, Kansas City, Mo. It is under the management of A. H. Crocker, who produced results as manager of the Denver Hendee branch during the last year.

Like other Indian branches, the Kansas City establishment is located in a new building, which is admirably adapted to the business. The dimensions are 25 by 100 feet, two stories and basement, and the building is of brick construction.

The ground floor will contain the display room, offices and shipping room. Starting from the front entrance these will be reached in the order named. The finish will be of golden oak with waxed maple floor, and all the furniture will harmonize with the general color scheme. Excellent shipping facilities are afforded by immediate connection with a spur of the K. C. Terminal, which obviates the necessity of trucking. The basement will be devoted exclusively to storage and has a capacity of 400 machines. It is steam-heated, thereby insuring absolute dryness of the contents, and the boiler room is closed so as to eliminate dust.

The repair shops and parts department will occupy the entire second floor, the latter being located at the front. There will be four parts bins, 25 feet long by 10 feet high. This indicates the extensiveness of the stock to be carried. The shop equipment will be adequate to handle all repair work, and will be manned by men familiar with Indian construction.



The New Wigwam in Kansas City, and Manager Crocker.

NOT BOTHERED BY TESTS

With a view of subjecting its two-speed model to the most severe tests, the Pope Mfg. Co. recently sent a machine out over the roads between Westfield, Mass., and Palmer and between Westfield and Northampton, and the hardest going along the line did not cause the motorcycle to show the slightest signs of distress. A two-speed model with sidecar attached was also driven fifteen miles through snowdrifts, with the thermometer eight degrees above zero. In some places the hillsides were so slippery that the chains on the tires afforded no traction and it was necessary to plough through the deep snow.

To cap off the tests a Model R-14 was driven to the New York Show from Westfield, traveling through six inches of snow for part of the trip. The first stop was made at Bridgeport, owing to darkness and a heavy rainstorm setting in. The next morning the run to New York was finished. The entire outfit, riders, sidecar, motorcycle, luggage, etc., weighed 890 lbs., so it will be seen that the trip from Westfield over uncertain roads was in the nature of a genuine test.

ON J-M CARBURETER STAFF

Following the announcement that the H. W. Johns-Manville Co. will hereafter handle the sales of the Carter carbureter, which is made in St. Louis, Mo., comes a statement to the effect that Hugh H. C. Weed, vice-president and general manager of the Carter Carbureter Co., has joined the Johns-Manville staff and will have charge of the carbureter department. Mr. Weed will supervise the installation of carbureter service stations in large cities throughout the United States and Canada.

YOU BET THEY WERE THERE!

It is practically impossible to report in one number everything of interest occurring in a big show such as that recently held in New York. For instance, no mention was made in our last issue of the fact that, although not exhibiting, the New Departure Manufacturing Company, Bristol, Conn., had a number of its representatives on the scene who were passing out handsome souvenirs to the trade folk. Among those who were at the show in the interest of the Bristol company were DeWitt Page, M. J. Horton and A. E. Griffiths. The latter, who is better known as "Griff," was there with his usual big smile and lived up to his reputation as an entertainer.

STARTED NEW YEAR AUSPICIOUSLY

Ushering in the new year in the most approved fashion, Frank H. Chase, the Frank Mossberg Co.'s builder of business and dispenser of good cheer, took unto himself a wife. Many friends are offering their best wishes for their long and continued happiness and their congratulations on this happy culmination of the best of good resolutions.

On January 1 Mr. Chase was married to Ellen Alfred, of Attleboro, Mass. They started on their honey moon at midnight, the Boston Express for New York stopping at Attleboro —a most unusual occurrence—for their particular benefit. Mr. and Mrs. Chase spent a part of their bridal tour in New York and were frequent visitors at the Automobile Show.

HEARING ON WIZARD PETITION.

Following the filing of a petition by the Wizard Motor Co., of Indianapolis, Ind., that it be discharged from all debts provable against its estate under the bankruptcy regulations, the court has ordered a hearing for February 24. The hearing will be held before the court, at Indianapolis, at 9 a. m. Creditors of the company have been notified to appear at that time to show cause why the petition should not be granted.

BUSY MAX SLADKIN

Philadelphia has plenty of hustling motorcycle men, but few busier than Max Sladkin, the leading spirit of the Haverford Cycle Company. Not content with the successful establishment of one store, Sladkin has now opened branches in nine cities. He has spent much of his time at the Cleveland and Detroit branches, and is now at the Haverford branch in Norfolk, the latest acquisition to the Haverford string.

ARTISTIC YALE CATALOG

An attractive catalog, illustrated by artistic half-tones in three colors, and embodying a great deal of helpful information about the new Yale models, is now being distributed by the Consolidated Mfg. Co., of Toledo. The booklet, which is fresh from the press, deals with all the types in the Yale line and does not neglect the sturdy commercial outfit and the sidecar, both of which are proving extremely popular. A copy of the catalog will be forwarded upon application.

ANOTHER 300 MILE ROAD RACE PLANNED

Californians Are Working On Plans For A National Motorcycle Contest To Be Held In March On The Santa Monica Course Over Which Tetzlaff Averaged 78 Miles An Hour

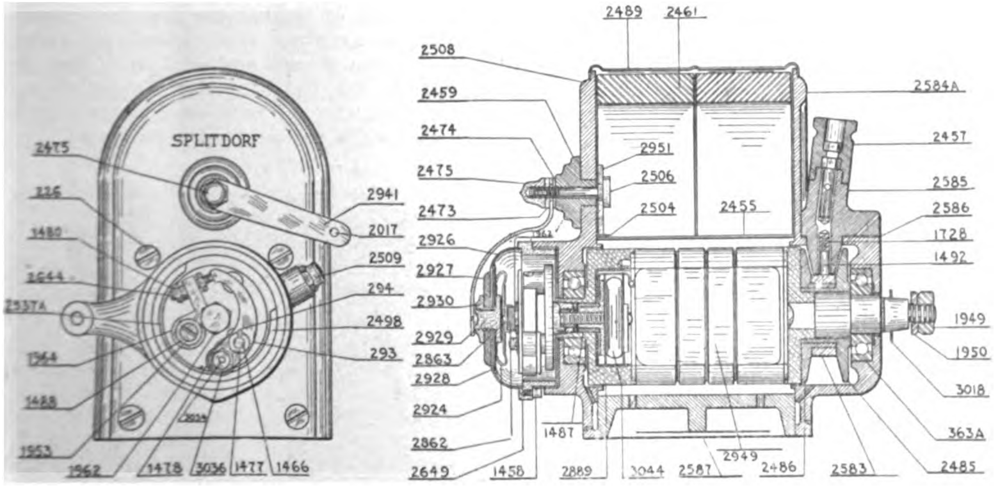
LOS ANGELES, CAL., January 17.—If present plans do not miscarry big motorcycle road races will be held on the famous Santa Monica course in March. Arrangements are now under way for the holding of free-for-all speedfest in conjunction with the Vanderbilt cup and Grand Prize automobile races, which are to be held on the Monica course during that month. If the event materializes there is little doubt but that the best riders in the country will compete, and it is also quite probable that all of the leading manufacturers will enter teams. This is especially true in view of the fact that the Santa Monica course is considered to be the fastest in the country, if not in the world. Three years ago Teddy Tetzlaff averaged more than 78 miles an hour in a 350-mile automobile race over the course, which is 8.4 miles to the lap. The mark has never since been equalled. Leo Owen, F. A. M. State Commissioner for California, is in charge of the arrangements. The race is not to be a promoters' project in any sense of the word, as all money except that which is absolutely necessary for the expenses, will go to the competing riders. Present plans provide for a first prize of $500, second $300, third $200, fourth $100 and fifth, $50. This makes a total of $1,150, a part of which has already been subscribed by the Los Angeles motorcycle dealers and distributors. Every motorcyclist, whether dealer or rider, and every racing fan in this section of the country, is enthusiastic over the plans.

SPLITDORF IMPROVEMENTS

Changes in all scientifically designed apparatus become fewer and fewer as the seasons come and go, and are chiefly in the nature of refinements when all is told. Consequently, on such instruments as the Splitdorf motorcycle magnetos, Models EU and EV, the refinements have been very few and calculated to make assurance doubly sure, for 1914.

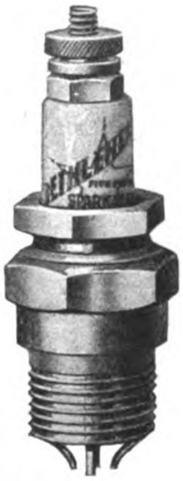
The first change is the placing of the condenser on the armature instead of outside of the casing under the magnet-arch. This brings the condenser and both windings in the same casing with no outside connection. The high-tension terminal is made heavier and the skirt longer by one-eighth of an inch, thus decreasing even the heretofore remote chance of getting a short-circuit should the terminal become loose in its sleeve. The ground-connection spring is improved and with it the contact-breaker casing cover and spring. The ground spring consists of a carbon button mounted on the end of a steel scroll spring, and replaces the spiral spring-pressed carbon brushes of previous construction. The contact-breaker casing is thus reduced in length, while a ring attaches the cover to the casing to prevent the former being lost.

Other features are: Readily-detachable terminals, centrifugal contact-breaker lever, ability to generate a "fat spark" at very low speeds of the armature shaft, and fluid- and dirt-proof construction—continued from the former types of these models. The EU machine is designed for the ignition of single-cylinder motors, while the EV is used for twin-cylinder ignition. The EU4, a car-model magneto fitted with distributor, is used on the four-cylinder Henderson machines, and incorporates the improved features of depressed terminal arrangement as on the E models.



End and Side Views of the Improved Splitdorf Magneto. See Item Above.

BETHLEHEM MOTORCYCLE PLUG



In the accompanying illustration is shown the Bethlehem five-point motorcycle spark plug manufactured by the Silvex Company, 60 Wall street, New York City. The Bethlehem plug is made in ½-inch and ⅞-inch and metric sizes, and sells for $1.25.

Three motorcycles were recently purchased by the Louisville (Ky.) postoffice. The purchase was made after both automobiles and motorcycles had been tried.

O. J. ROHDE, vice-president and general manager of the Splitdorf Electrical Co., of New York, the parent company of the Splitdorf branch houses in New York, Philadelphia, Newark, Atlanta and Toronto. Mr. Rohde is one of the recognized ignition experts of the country and has been largely responsible for the rapid strides made of late by the Splitdorf company.

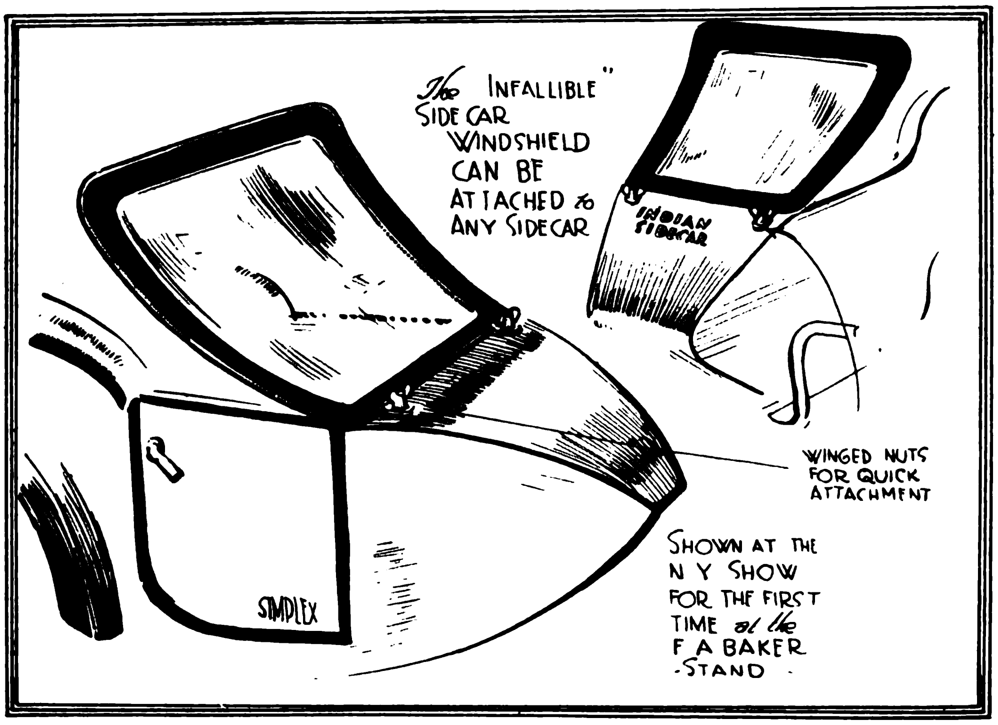
FOND DU LAC M. C. GROWING

At the last regular meeting of the Fond du Lac (Wis.) Motorcycle Club, the second largest motorcycle organization in the State, officers for the new season were elected and plans for a series of entertainments to be held during the next two or three months were discussed. Roy Mathews was elected president, and former President H. Sheils became vice-president. The other officers are: Rex Coburn, secretary; Otis Pasco, treasurer; Ray Miller, captain, and Joseph Kastorff, lieutenant.

As soon as the roads are in condition the club will hold a number of endurance runs in conjunction with the Appleton M. C. Plans are also being made for a racing series in which club riders from Fond du Lac, Oshkosh, Appleton, Green Bay and Sheboygan will participate. A few months ago the club started a boosting campaign with a view to raising money enough to enable its members to have better clubrooms, and to date $300 has been subscribed. During the last year the club has increased its membership from 20 to more than 60 and there are about 30 riders who are waiting for the opening of the new rooms, at which time they will join.

CHICAGO M. C. WINS GAME

A large gymnasium, which the Chicago M. C., Chicago, Ill., has recently fitted up, is proving a great favorite with the members these cold days. The club played its initial basketball game in the new gymnasium on January 3, defeating the Seidel Athletic Club in a close contest by a score of 10 to 9. The lineup was as follows: Chicago M. C., Harvey Bernard, right forward; Fred Huyck, left forward; Jack Purdy, center; Dick Purdy, right guard; Van Gorken, left guard. Seidel A. C., J. Cattorini, right forward; Carey-Hoffman, left forward; S. Bernbach, center; Knudson, right guard; W. Bernbach, left guard.

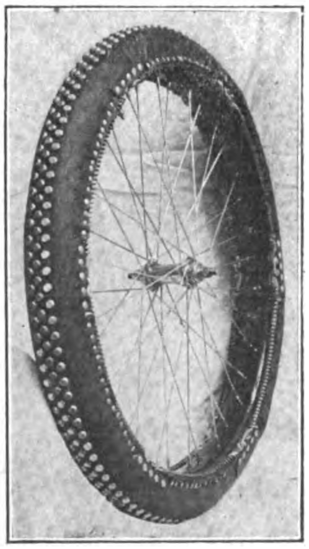

The "Infallible" Side Car Windshield can be attached to any Sidecar
Indian Sidecar
Winged nuts for quick attachment
Shown at the N Y Show for the first time at the F A Baker Stand
SIMPLEX

The Infallible Sidecar Windshield, a Popular Addition to the F. A. Baker & Co. Line; It Is Shown Applied to Simplex and Indian Sidecars.

WOODWORTH TIRE TREAD

An excellent idea of the neatness and general efficiency of the Woodworth motorcycle tread, produced by the Leather Tire Goods Co., of Niagara Falls, N. Y., may be obtained from the accompanying illustration. It will be noted that the Woodworth tread does not make the wheel cumbersome and that the method of attachment is at once simple and dependable. The tread is applied without removing the wheel from the frame. The ends overlap in such a way that as the wheel rolls forward it is continually rolling off the outside ply of leather, and thus dirt is prevented from working in. The tread can be fitted to any make of tire. The steel studs project about one-eighth of an inch above the leather and afford an excellent grip on icy and muddy roads. The tread itself will average 3,000 to 5,000 miles of service and is guaranteed for 2,500 miles.

Although flexible, the tread is practically puncture-proof, and the tires themselves, if kept properly inflated and not overloaded, should easily double the mileage that would be possible if they were used in the ordinary way. The treads are made for tires ranging in size from 26 by 2¼ or 2½ to 30 by 2¾ or 3 inches. The company also makes motorcycle tire boots in four sizes. Literature will be sent upon application.



The Woodworth Tread

A STRONG LINEUP

The Autocycle Co., handling motorcycles, bicycles and supplies, at 518 St. Peter street, St. Paul, Minn., announces that it has taken the De Luxe and Felibach Limited agencies for 1914, in addition to the Henderson agency

AN ORDER FROM THE WEST INDIES

"Business looks good to us and we are certainly getting our share of it," said B. F. Craddock, of the E. & C. Mfg. Co., Philadelphia, Pa., in a recent interview with a representative of Motorcycle Illustrated. "At present, we are busy increasing our facilities to enable us to keep abreast of the demand for our tandem products and to make prompt deliveries."

In a recent batch of orders received by the Philadelphia firm was one from the Danish West Indies, which is ample proof of the wide popularity enjoyed by the E. & C. tandem attachment.

Despite its serious handicap in not being able to obtain a booth at the New York Show, the E & C Company, through the efforts of its representative, Ben Craddock, was well represented. Mr. Craddock was busy about the Show, telling about the E & C line, which embraces spring tandem attachments, folding footrests and chain-idlers. During the latter part of the week Mr. Ernest, of the Philadelphia firm, assisted Mr. Craddock.

Both the spring tandem and the folding footsteps are shown in the accompanying illustrations. The footrests are highly nickel-plated and are exceptionally strong. For attaching to the Indian and Pope only a single clamp is necessary. A double clamp securely fastens the footrests to the Harley-Davidson and Excelsior rear frame members.

MUST DRAG ROADS

A law compelling township trustees to arrange for the dragging of the roads in their respective towns with the split-log drag became effective in Ohio January 1, 1914.

HEYER WILL HANDLE YALE

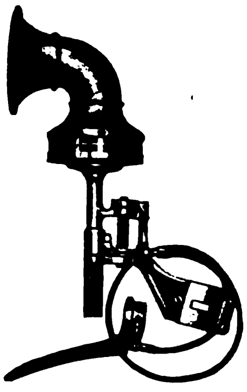
Herbert Heyer, proprietor of the Liberty Cycle Company, 1325 Bedford avenue, Brooklyn, N. Y., who has handled the products of the American Motor Company, Brockton, Mass., for the last ten years, has added the Yale to his 1914 line. In addition to motorcycles, Mr. Heyer also handles bicycles, accessories and parts and represents the Simplex sidecar.

CAPITAL IS DOUBLED

A certificate raising its capital stock from $1,000,000 to $2,000,000 has been filed by the Hartford Rubber Works, Hartford, Conn., a subsidiary of the Rubber Goods Mfg. Co.

NEW CYCLEPHONE MODEL

Now that very few motorcyclists can be persuaded to ride a machine until it is fitted with a dependable warning device, unusual interest is being manifested in a new model of the Cyclephone, produced by the Sireno Co., 18 Rose street, New York City. The Cyclephone is an air whistle, designed especially for motorcycle service, and is operated by friction with the front tire. A light aluminum turbine or fan is mounted on one end of a shaft running in two sets of ball bearings, on the other end of which is a friction pulley. A touch on the lever brings the friction pulley in contact with the moving tire revolving the turbine, and the latter sets up air currents which produce a note of tremendous carrying power.



The New Cyclephone

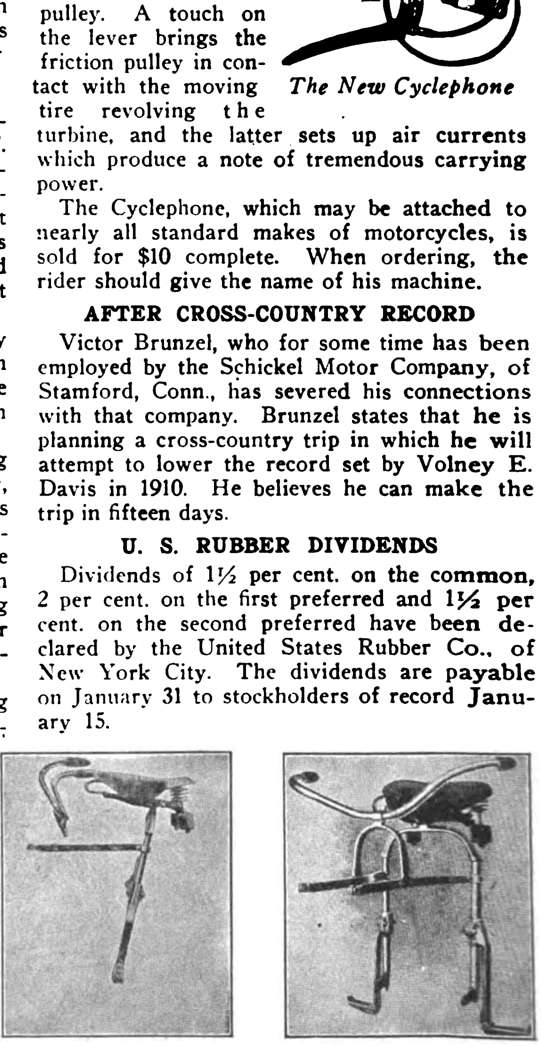
The Cyclephone, which may be attached to nearly all standard makes of motorcycles, is sold for $10 complete. When ordering, the rider should give the name of his machine.

AFTER CROSS-COUNTRY RECORD

Victor Brunzel, who for some time has been employed by the Schickel Motor Company, of Stamford, Conn., has severed his connections with that company. Brunzel states that he is planning a cross-country trip in which he will attempt to lower the record set by Volney E. Davis in 1910. He believes he can make the trip in fifteen days.

U. S. RUBBER DIVIDENDS

Dividends of 1½ per cent. on the common, 2 per cent. on the first preferred and 1½ per cent. on the second preferred have been declared by the United States Rubber Co., of New York City. The dividends are payable on January 31 to stockholders of record January 15.



E & C Tandem Attachments. Item at Left.

MOTORCYCLES
DEALERS
SUPPLIES, ETC.

SALT LAKE CITY CHANGES

Salt Lake City, Utah.—L. Louis Anderson, handling the Thor line, will soon move from his headquarters, at West Temple street and Broadway, to a more spacious establishment.

The Meredith Motorcycle Co. has completed arrangements to handle the Flying Merkel, Henderson and Yale for the coming season.

The Bicycle Supply Co., Excelsior representatives, has moved into its own building at State street and Exchange Place, the old quarters at 64 West Broadway having been found inadequate. C. W. Brewer is manager for the company.

The Western Arms and Sporting Goods Co., Al. Cowan, manager, has contracted to sell Pope machines for 1914. The company has an up-to-date establishment at Main street and East First South.

R. A. Van Alen, well known in connection with Yale interests in Salt Lake City, is now on an eastern trip. Mr. Van Alen is contemplating a tour by motorcycle to Florida for the near future.

ONE WAY OF ADVERTISING

Elbert R. Jones, Harley-Davidson dealer at Lexington, Ky., writes the following unusual letter about a recent accident which resulted in profitable publicity:

"What I consider one of the best advertisements that has ever come my way was the result of an accident. While cleaning my machine and making a few adjustments I pressed my foot on the low speed and, being in the dark, was unable to shut it off before I had crashed, or rather pushed through, an eight-foot, three-inch oak door, leading into the billiard room of the Phoenix Hotel. Just how this occurred will be better understood when I explain that I was making the adjustments in a hall in the rear of my shop. The hall leads into the hotel billiard room. My first thought was of my 1914 Harley-Davidson, which I expected to find a total wreck. It was not even scratched. The door had not been broken but the hinges were sheared off and with them came the door-facing. The next day the *Lexington Leader* had a write-up which gave every person the right to poke fun at me. They asked me if I thought I could run through houses with a motorcycle and I told them I could if the machine was a Harley-Davidson."

MORE PIRATE AGENTS

Announcement is made by the Milwaukee Motorcycle Company, 834 Muskego avenue, Milwaukee, Wis., of the appointment of the following agents to handle the Pirate during the current year: Nocheck & Eifert, Cincinnati, O.; W. J. Ewen, Hammond, Ind.; John Degroff and J. P. Smith, Kenosha, Wis.; H. H. Pullman, Syracuse, N. Y., and L. C. Coger, St. Joseph, Mich.

DIPLOMACY PAYS

If You Don't Think So, Read What Agent Wood Has to Say About It—He Knows.

"YOU never can tell when you are entertaining a good prospect in disguise," said General Manager G. E. Wood, of the Riverside Motorcycle Garage, 533 West One Hundred and Tenth street, New York, in discussing sales policies at the recent Show, "so it pays to use tact and diplomacy at all times. We work on that basis in our establishment and find that it makes friends for us every day of the year.

"Not long ago a chap strolled in togged in a rather soiled and carelessly arranged suit, and with a battered cap on the back of his head. He said something about being interested in motorcycles, and I told him everything worth mentioning about motorcycles in general and the Reading-Standard in particular. He just said 'Uh-huh,' and 'Is that so?' until I decided finally that he had no intention of spending real money. Still I pursued my usual policy of meeting him halfway, and I think I used all my sales arguments several times before the visitor finally said 'Thank you' and went out. My efforts appeared to be wasted, but it was all in the day's work and I let it go at that.

"Two days later the young man came back. This time he explained that he was an engineer in the New York City Efficiency Department and that he had decided to buy three Reading-Standards. He said he had been all along the line and that he liked both our machine and our way of doing business. We are now preparing to fill an order for three more machines and it is practically certain that we will receive an order for fifteen or eighteen motorcycles soon to be bought for the city.

"That young fellow did not look like ready money, but he turned out to be one of the best buyers we have had. If we had judged him by first appearances and treated him indifferently some one else would no doubt have pulled in the business. Poor salesmanship and a cold, uppish attitude on the part of the dealer will usually upset all prospects of a sale no matter how deeply interested the prospect may be in the particular make of machine handled by the agent."

Resolutions endorsing the Lincoln Highway have been adopted by the League of California Municipalities.

GALE TAKES AGENCY

From Herman L. Peters, Harley-Davidson distributor in Buffalo, N. Y., comes the announcement that M. E. Gale, whose transcontinental trips on his sociable side-by-side seated Emblem, brought him into the limelight, has contracted to handle the Harley-Davidson in Angola, N. Y. Gale, it is stated, was attracted to the Harley-Davidson, as a result of the gruelling endurance contest of the Buffalo Motorcycle Club, when William E. Mevius, on a Harley-Davidson, won a diamond medal for riding 212.6 miles through mud.

COLUMBUS TRADE NEWS

Columbus, Ohio.—Among the sub-agents named by the Barr Motorcycle Company, of East Gay street, distributors for the Indian in Central Ohio, are the Millerport Garage, Millerport; George Atkins, Atlanta; Noecher & Brahmer, Circleville; Samuel J. Vanpelt, Washington C. H.; W. D. Hamilton, Hilliards, and Arthur Grant, Ashley.

A branch of the Johns-Manville Company, of New York City, has been opened on West Long street, this city. The usual J-M line of automobile and motorcycle accessories is stocked.

PULLING A FORD

Occasionally a motorcyclist has an opportunity to demonstrate forcefully to an automobile driver that the little two-wheeler is a really serviceable machine, and J. P. Karpen, of Ashton, Iowa, recently convinced his father of this fact. The elder Karpen had been to church and was returning from town in his Ford when the car stopped and could not be persuaded to move of its own power. The father looked up young Karpen and asked him to go home and bring a friend out with his automobile to tow the balky car in. Instead, the son borrowed a rope and pulled his fathers car six miles to the Karpen home. Although not a rider, "Daddy" Karpen is now an enthusiastic booster of the Harley-Davidson.

TAKE POPE AGENCY

In addition to being the distributors for the Reading-Standard machines for Greater New York and Westchester counties, the Riverside Motorcycle Garage, 533 West One Hundred and Tenth street, New York, has taken on the Pope agency for the metropolitan district. G. E. Wood, the proprietor, looks forward to an even more successful year than that of 1913, with two leading lines to handle.

RECOVERS STOLEN MOTORCYCLE

A motorcycle belonging to George Slee, which was stolen some time ago from the Walker & Ducat garage, Pemberville, Ohio, has been recovered at Bowling Green, Ky.

THE MOTORCYCLE SALESMAKERS OF PATERSON

Labor Troubles Crimped 1913 Business But Agents are Keen for the Coming Season

PATERSON, N. J., has six busy dealers boosting the motorcycle interests of that vicinity. Although the recent labor troubles were a serious setback to 1913 business, all the agents report a bright outlook for the approaching season.

Referring to the pictures, No. 1 shows the Thor and Reading-Standard headquarters, conducted by N. E. Heil. Heil is adding to his store, which is located at 120 Washington street, at the corner of Van Houten, a motorcycle garage, which will be completed within the next week or ten days.

Indians are sold in Paterson by John Steele, 91 Broadway, whose storefront is seen in the top picture at the right. In 1913 Steele sold about 100 Indians and he already has orders for more than 25 of the 1914 models. The picture shows Steele's son in the doorway.

James Rigby, the Emblem dealer, is seen standing at the right of the doorway of his show room, which is located at 2 Crosby Place. The establishment is shown in the second picture from the top.

The other picture, which extends across the page, shows the storefront of the Pope agency, of which Walter Babb is manager. Babb, formerly a professional bicycle racer, is seen at the left. The Pope store is located at 322 Market street, and because of the rapidly increasing business Mr. Babb has been forced to rent the store adjoining. He now has almost double his former space. With the addition of the new store Babb has installed an up-to-date vulcanizing apparatus. His territory for 1914 will include Paterson, Passaic and Ridgewood, all good motorcycle towns.

The headquarters of the Excelsior Autocycle & Supply Co., 184 Market street, is shown at the left in the bottom row. The company's territorial rights for the Excelsior extend over Bergen and Passaic counties. Forty new Excelsiors were disposed of during 1913 and the company has contracted for 100 for the current season.

The interests of the Harley-Davidson Motor Co. are well taken care of in Paterson by C. B. Vaughan, of 173 Market street, whose storefront appears in the bottom picture at the right. Vaughan handles the motorcycle business in connection with a large sporting goods trade. He expects to sell more than 100 Harley-Davidsons in Bergen and Passaic counties during 1914.

MOORE AT INDIANAPOLIS BRANCH

The new automobile accessory department of the H. W. Johns-Manville Co., in Indianapolis, Ind., will be under the management of Frank L. Moore, president of the Indianapolis Automobile Trade Association. and heretofore connected with the Fisher Automobile Co. The Indianapolis branch will handle the Johns-Manville business for the states of Indiana and Kentucky.

STRONG POPE FRAME

In a recent letter from L. E. Stair, of Mitchell, So. Dak., a description was given of an accident in which a doctor and his little son, while riding a model H Pope motorcycle, were struck by an automobile. The boy, who was riding on the tandem seat was thrown, but the doctor was pinned beneath the motorcycle which in turn was held down by the automobile. Fortunately the riders were only bruised. A peculiar feature of the accident, as reported by Stair, was the fact that the frame of the Pope was only slightly bent. "I have been in the motorcycle repairing and brazing business since 1904," writes Stair, "but have never seen a stronger frame than the one on this model H Pope."

PITTSBURGH M. C.'S NEW STAFF

At a recent well-attended meeting of the Pittsburgh (Pa.) Motorcycle Club officers for the 1914 season were elected. S. J. Martin was re-elected president and the other officers are as follows: A. J. Thompson, vice-president; H. E. Simon, secretary; R. Davis, assistant secretary, and H. Neville was re-elected treasurer. Plenty of club activity is promised under the new administration.

NEW CLUB HOME

Having moved to its new home at 3621 Fort Hamilton avenue, Brooklyn, the Bay Ridge Motorcycle Club is now busy preparing for an attractive social season. The second annual ball of the club will be held at the Borough Park Clubhouse, on Thirteenth avenue near Fiftieth street, January 17, 1914.

Edward Flanagan, formerly connected with the Stewart-Warner Speedometer Corporation, and well known in the trade circles in and about New York, has joined the staff of the Republic Rubber Co., of New York.

BRAZENOR'S SERVICE POLICY

Bob Brazenor, one of the live-wires among Brooklyn (N. Y.) motorcycle dealers, appears in the accompanying photograph. There has been some indecision among the Harley-Davidson boosters of Brooklyn as to whether Brazenor should be called "Busy Bob" Brazenor or "Little Bob" Brazenor. It was finally decided that he was busier than he was little—and Bob is by no means a tall man; so it is "Busy Bob."

"Busy Bob"

Brazenor has been in the motorcycle game for twelve years, the first two of which were spent in London, England. There, he states, service is the watchword with the motorcycle dealers, and it was this early training that has caused him to make service the motto of his business. "It is a simple matter," says the Brooklynite, "to sell a machine to a prospect who has already made up his mind to be a motorcyclist, but it is just as easy a matter, by ignoring some of the service requirements, to lose a good customer."

Brazenor now conducts his establishment at 1507 Bushwick avenue so that a rider can get repairs or any part for his machine at any time of the day or night. He carries a complete stock of parts so that riders will not have to stop riding while waiting for some part from the factory. His territory for the Harley-Davidson includes Brooklyn and Long Island.

THE AGENT IN NEWARK

William R. Spear, formerly traveling representative for the Reading-Standard company in the Middle Western States, has taken the agency for Thor motorcycles for Newark, N. J., and will be located at 355 Washington street, that city.

REGULAR FIRESTONE DIVIDEND

A regular dividend of 1¾ per cent. on the preferred stock, and 2 per cent. on the common stock, has been declared by the Firestone Tire & Rubber Co., of Akron, Ohio. The dividends were both made payable on January 15 to stockholders of record January 2.

VETERANS OF PROVIDENCE STAFF

Providence, R. I.—January 16.—At its annual meeting today the Providence Motorcycle Club elected officers for the current year. E. L. Buffington, known as a veteran rider, was re-elected president. The other officers are J. G. Edwards, secretary; B. A. Swenson, treasurer; A. V. Howe, captain; John Kay, first lieutenant, and Ceasar Litterio, second lieutenant.

J. G. Edwards was elected secretary of the club in 1911 and has held that office since. B. A. Swenson, the club's treasurer, has also held his office for some time. Swenson is a veteran motorcycle dealer, and one of the best known trade boosters in the country. As an organization man he has been very successful, and he is practically responsible for the present standing of the Providence club. Many of its most successful events have been arranged by the ingenious Swenson.

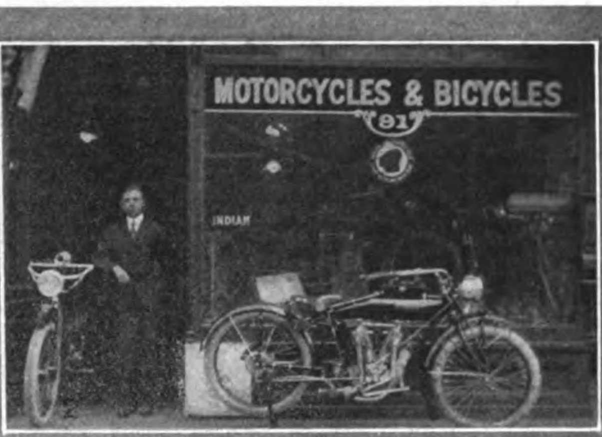
PURCHASERS AT BANQUET

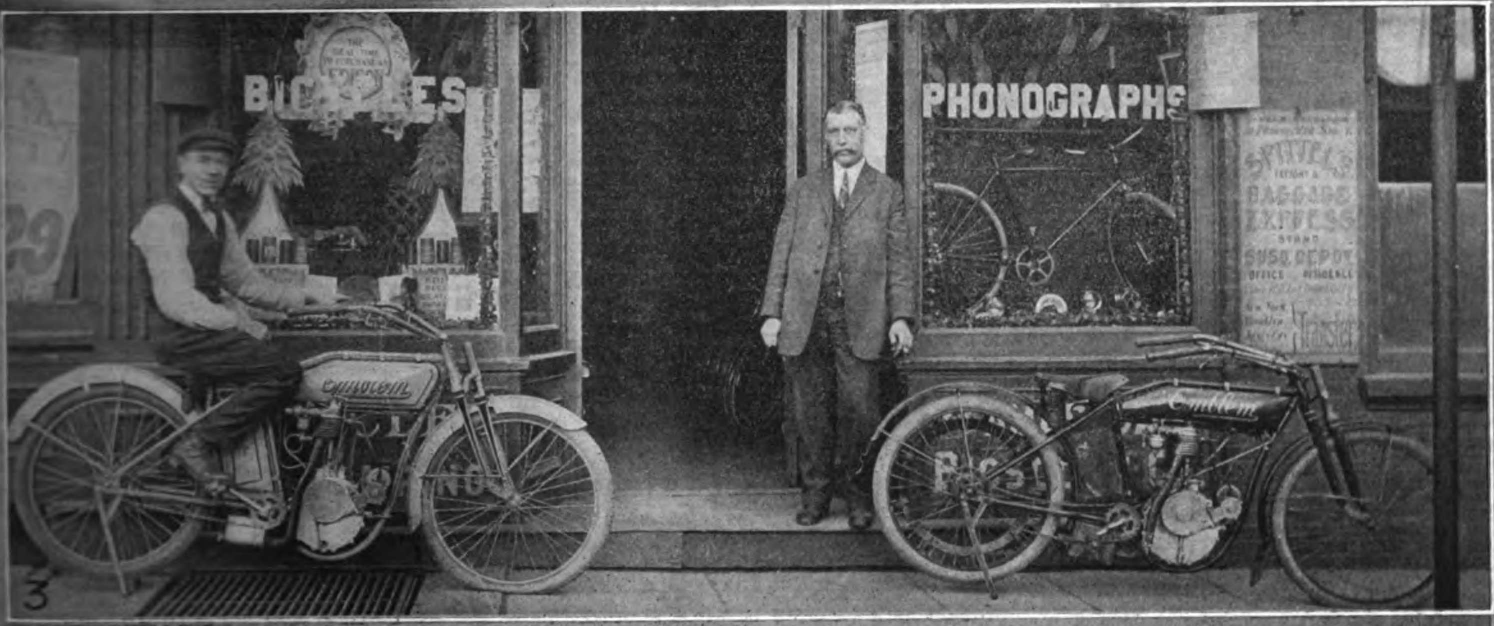
Customers of the Ford Motorcycle & Auto Supply Co., 58 Martine avenue, White Plains, N. Y., were given a dinner at Colaizzi's restaurant, New York City, on January 6, by William A. Ford. The thirty guests included representatives from the Excelsior, Pope, Henderson and Corbin companies. After the dinner the guests went to the Automobile Show, where Robert S. Moore, of the Ford Motorcycle & Auto Supply Co., was kept busy answering questions about the various exhibits.

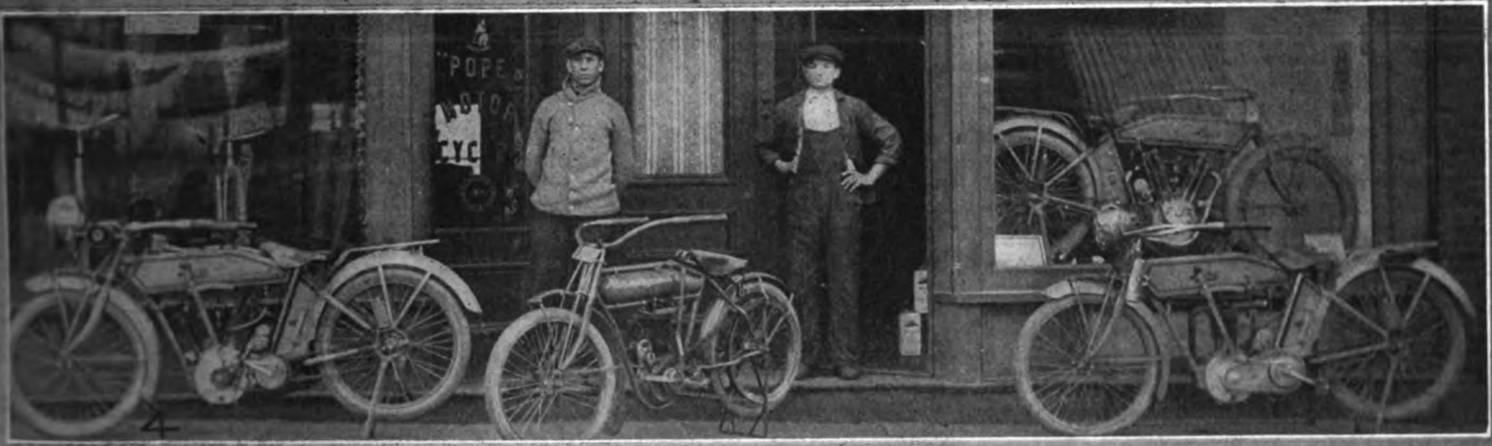
FIGHTING GRASHOPPERS IN KANSAS

The Entomological Department of the University of Kansas is now using a motorcycle to tour the State in the campaign against grasshoppers, chinch bugs and Hessian flies. The department finds that the two-wheeler facilitates their work, as their workers are not now dependent upon railroad service.

HEIL'S REPAIRING & SUPPLIES
MOTOR-CYCLES R-S
HEIL'S
TUBES
R-S
MOTOR CYCLES
BICYCLES
1

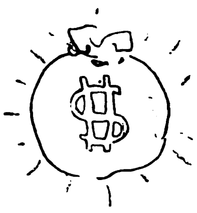

MOTORCYCLES & BICYCLES
81
INDIAN
2


BICYCLES
PHONOGRAPHS
Emblem
Emblem
SPITTEL'S BAGGAGE EXPRESS
3

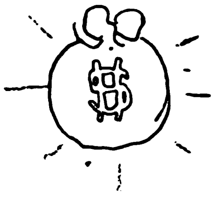

POPE
4

EXCELSIOR AUTO CYCLE
EXCELSIOR CYCLE & SUPPLY
FREE OF CHARGE
5

KODAKS
SKATES GROUND
G. B.
BICYCL
6



HOW I CLOSED MY MOST DIFFICULT SALE

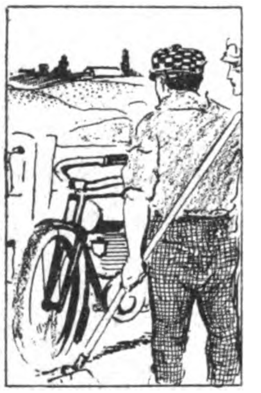


PERSISTENCE WON

How a Prospect Who Dickered Two Years Over a Purchase Finally Was Brought to Time.

By JOHN L. PURDUM,
Fairbury, Ill.

CONTEST EDITOR: My most difficult task was the selling of a second-hand machine. I sell about forty new ones a year in this small town, and I do not push the old machines on my customers, but try to treat them fairly. I had a prospect for a second-hand machine bothering me for two years. Every week he would come to town and ask hundreds of questions, so I decided that he was just fooling me. A second-hand single, made by a company that is no longer in business took his eye one time when he came to town and he asked me to run it out to his home, some twenty miles away, as he would like to look it over carefully. It was in very good shape, but of low power.



The Host was Over in a Field, but they Found Him

The next day was very hot. My partner mounted the motorcycle and I drove a car. About five miles out the motorcycle balked and we worked for an hour getting it into shape. Next the auto balked. My partner had left me behind, and a traction engine that tried to pass me was stalled in a ditch. I certainly had lots of trouble. After thirty minutes work, I left the tractor to its fate, overtaking my partner at the prospect's gate.

Our host was a mile over in a field, but we got him up to the house and managed to get him astride of the machine. The old motorcycle stalled eight times and the perspiration began to ooze from his face. My partner alone knew how to manipulate the clutch so that he could properly move the machine with its diminished power, so we tinkered around and then told him to mount and ride around the section, because if he went straight down the road and back I was afraid that in getting off to turn around he would never get started again. He went around the section all right, and after two hours trying to evade the question he bought the machine. This was after two years of dickering.

Here was a case where the prospect placed every possible obstacle in our way but persistence won the day for us. He would never have had a machine if we had not trailed him out to his farm.

SEVEN of the more interesting letters submitted by motorcycle dealers in the contest treating of their difficult sales are printed herewith, and another batch of contributions will be given publicity in the issue of February 5.

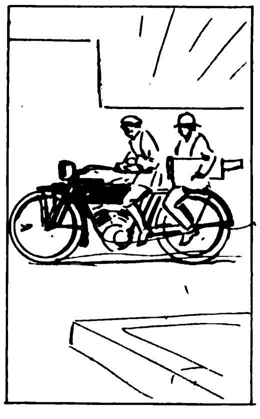
For the best letters of not more than 350 words each, written by motorcycle dealers under the caption "How I Closed My Most Difficult Sale," MOTORCYCLE ILLUSTRATED *will give $50 in prizes—$25 for the winning letter, $15 for the second best and $10 for the third. The contest closes at noon on Saturday, February 28. Address your letter to Contest Editor,* MOTORCYCLE ILLUSTRATED, *51 Chambers street, New York, and forward it without delay. Write for further details if you need them.*

CARRIED HIM TO WORK

How a Carpenter Learned That Motorcycles Are Both Healthful and Simple to Operate.

By JESSE E. EDSALL,
Michigan City, Ind.

CONTEST EDITOR: I mounted my twin early one bright summer morning to make my regular weekly canvass of the rural districts. Half an hour's leisurely riding brought me to a small village nine miles from my home town, where I had sent a circular and several "follow-up" letters together with literature, to a carpenter who lived there. His work was six miles away, and he was in the habit of covering the distance daily on a bicycle.



Carried the Carpenter to His Work

"Mr. Smith," as we will call him, was antagonistic toward motorcycles in general, contending that they were not only injurious to one's health, but also dangerous to handle, and not very practical for his use.

I put myself up as proof against his first objection, showing him that after riding consistently for over eight years I was in the best of health. Then I told him I had gained fifteen pounds on a single vacation trip lasting two weeks and covering twelve hundred miles. I assured him that in the hands of a careful rider a motorcycle was as safe and as comfortable as a rocking chair.

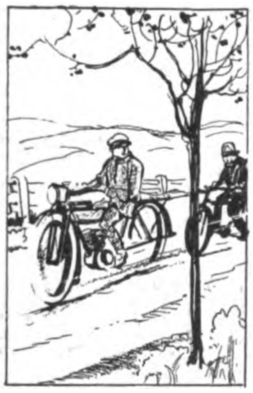
His doubts were dispelled, and after I had carried him to work on my machine several times he became a full-fledged booster and gave me an order for a motorcycle.

MADE GOOD IN TESTS

This Machine Had to Be a Good Hill-Climber in Sand, and the Buyer Drove a Tight Bargain.

By CECIL C. HENDERSON,
Hebron, Ind.

CONTEST EDITOR: One day while on the road I overtook an old bachelor who was riding a bicycle. He was "all in," so I towed him to his destination behind my big demonstrator. On the way he asked me how much a machine like mine would cost, so I "went after his goat." The next day I hauled him and several of his employees up and down the sand roads of northern Indiana, but received no satisfactory answer, so I called again the following day. After arguing a while he told me that he would buy one of my motorcycles if I would give him a ten days' free trial.



Towed Him Behind His Big Demonstrator

As I had no spare machine in stock, I ordered one and received word that I could not get it for sixty days. I informed my customer of this and he demanded his deposit back unless I could get him a machine in ten days. I then borrowed a motorcycle from another dealer and delivered it to him. He refused to take this one, because he noticed a small scratch on the rear fender, so I enameled the scratch and then he accepted the motorcycle under the following conditions: it must climb a large sand hill twelve miles to the north, it must defeat another motorcycle owned by a neighbor, and I must accept his bicycle in trade for $25.

After having accomplished the trials mentioned he found that another motorcycle gave greater speed than his machine and came back to me. I explained the situation to him, and he seemed satisfied. The next day he telephoned me saying that the motorcycle would not run. I went to his place and immediately discovered that the gasoline supply was exhausted. When I told him this, he pointed to the magneto and said, "I thought that furnished the fuel." Keeping as calm as possible I told him that it was not an electric motorcycle. After this he asked me to throw in a rear seat and a tail-light. Upon my refusal, he wanted me to take his note, without interest, for one year in payment for the machine. I refused again, telling him that it would not be fair business. He then came to terms and he is now one of my satisfied customers. Wasn't that a pretty difficult sale?

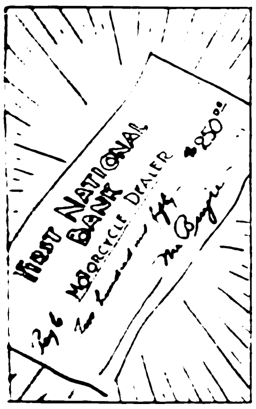
PROSPECT SAID "GOOD BYE"

But the Dealer Continued to Talk Motorcycles and Refrained from "Knocking" Other Makes.

By W. C. HERING,
Mansfield, Ohio.

CONTEST EDITOR: I have in mind one of my customers whom I shall call "Slim Jim." He was certainly the hardest proposition I ever ran up against. His brother had told me that he was thinking of getting a motorcycle, and although he had been in the habit of coming into the shop occasionally, he never talked of buying. The next time he came I told him I had heard that he was thinking of getting a motorcycle and I asked him if it was true. "Yes, and no," he answered. I started to talk to him about motorcycles, but it was of no avail. "Good-bye," said he, going out.

During the next couple of weeks, he came into the store a number of times, and I took care not to mention motorcycles to him. Some time after this, I asked him again if he intended to buy a machine. I said that I did not care whether he bought one or not, but that I intended showing him that I had the best machine on the market. I explained the good points to him and took him out to demonstrate the motorcycle.



Playing Fair Finally Land the Check

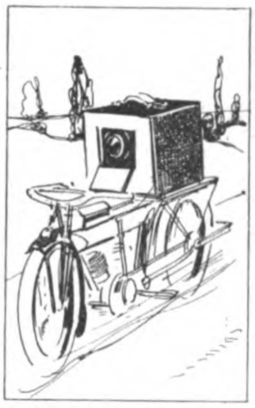
After coming back, I asked him what he thought of it. "I guess it runs as well as any," he replied. He refused to place an order for one, saying that he would see what the other fellows had, and ten days passed before I saw him again. When he did come in I said, "Well, Jim, are you ready to give me that order?" "Good bye," he said, and out he went. When he came in again he said, "Well, Bill, I have been around and looked at the other makes of machines and I guess you have the best. Besides you play the game fairly."

SOME BUSINESS ARGUMENTS

These Buyers Wanted Direct Returns and the Motorcycle Promptly Delivered the Goods..

By A. H. KING,
Stanton, Neb.

CONTEST EDITOR: In 1910 I accepted the agency for a leading make of motorcycle, but did not sell a single machine that year. The next year I happened to meet a young fellow who was completing a course at high school. He was a very good photographer and I suggested that he could use a motorcycle to ride about from farm to farm taking pictures. I taught him how to ride my motorcycle and on one occasion took him out into the country where he obtained several orders. Still he was not convinced until I suggested that he could go to the different schools and take pictures of the scholars and sell the photos to them at 25 cents each. This clinched the sale.



The Camera Helped to Close This Sale

Later on I learned of a man who was engaged in the selling and repairing of cream separators. I explained to him that he could see his customers much more cheaply with a motorcycle, but he remarked that this was of no advantage to him, as his company paid all his expenses. I then suggested that he make arrangements with his firm whereby he would be allowed two cents a mile. As he was somewhat afraid that it would be rough riding, I overcame this by teaching him to ride my machine, which convinced him, and the deal was made.

Another hard sale was made to a family that had both town and country homes. The son attended the town school and I suggested that they buy a motorcycle for him, so that he could attend school and still stay at the farm during the summer. Two weeks later I had the order and a good-sized deposit.

COMPETITION WAS KEEN

A Demonstration in the Nick of Time Made a Convert, and a Sale Then Followed in Short Order.

By O. F. SCHORY,
Ft. Wayne, Ind.

CONTEST EDITOR: A few words as to how I closed my most difficult sales. When announcement was made of the 1914 models I immediately began to plan for the sale of my 1913 demonstrator. I told my friends about it and then advertised that my twin was for sale. One evening a young man came and asked for a demonstration. I took him for a short ride over the paved streets, in the meanwhile explaining to him the good points of the machine. He appeared well pleased and asked that I give him the first chance to buy it, at the same time placing a small deposit. He asked to have the mount held until the next evening when he could draw the necessary money from the bank.

A Test on a Muddy Street

The next evening I did not see him. Two days passed and still he did not show up. Meantime I had heard that he had changed his mind because some one had told him that my machine had been run too much. It had competed in one 75 and one 100-mile race, had been used on club runs and had carried passengers at times. I also learned that he intended to buy another machine and was about to close the deal.

On the third day Mr. Prospect called me up by telephone and said that he had changed his mind. A friend of mine who rides a machine of the make the young chap was going to buy happened to be in the store when he called up. I explained that my friend's machine was in good condition and that I would have him (my friend) wait until Mr. Prospect could call.

After my friend had given his demonstration I took the prospect for a real ride, including a couple of hills. Then I took him down a muddy street, so muddy in fact that we could hardly stay in the saddle. We skidded and made a complete turn in getting through but luckily we did not spill. This ride convinced him that he should have a machine of the make I handled.

A GIRL SAVED THE DAY

When She Learned the Joys of Tandem Riding Her Sweetheart Promptly Ordered a Motorcycle.

LESLIE G. CUTTER,
Creston, Ind.

CONTEST EDITOR: Among my acquaintances there was a young man who wanted a motorcycle very badly, but as he was keeping company with a young lady, he thought he had better get a horse and buggy. Try as I would, I could not convince him that the young lady would enjoy riding on a motorcycle more than in a buggy.

The Girl's Fellow Bought a Machine

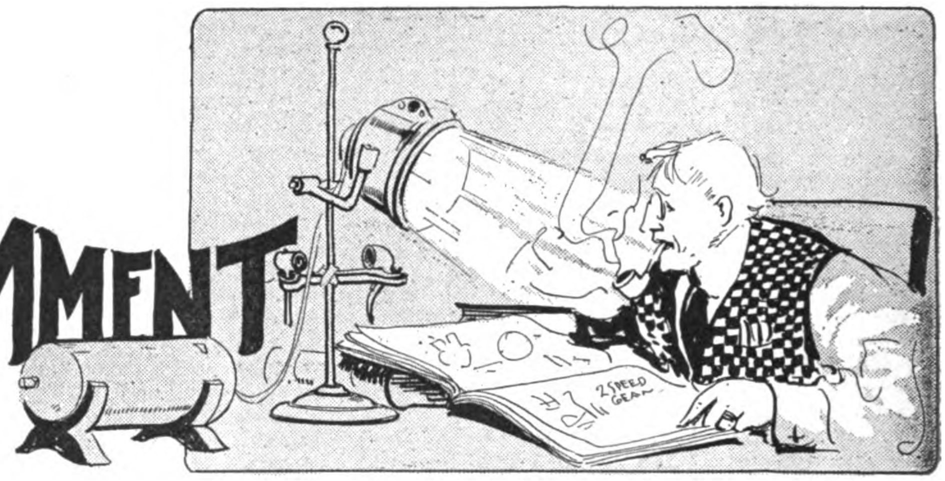
Being single and acquainted with the girl in question, I decided that I would get her to take a ride with me, knowing she would enjoy it, and that I should score one good point in favor of the motorcycle, providing the fellow in the case did not get angry as a result and go somewhere else to buy his machine. But as we were old friends, and I knew that he was away on a fishing trip, I tuned up my machine and ran over to the young lady's house, where I joined in the general conversation until a motorcycle went spinning by with a girl passenger on the rear seat. Then I was able to turn the conversation to my topic.

Things looked bad for me, as the old folks and the girl's older sister thought motorcycles were very dangerous because they always went so fast and made so much noise; but I got on my machine and ran around the yard very slowly, with little noise, and finally convinced them that a motorcycle could be run slowly if the rider so desired.

Well, we were not long in getting started down the road and we never stopped until we had traveled a twenty-two mile circuit of good roads, when I was satisfied that I had made an impression and we started for home. The next morning the girl's fellow came over and ordered a machine with a tandem attachment.

KINKS & KOMMENT

by "COURIER"



NOW that the dark days are here, with drifting snow or roads too slippery to be negotiated on the two-wheeler, the rider who takes more than a passing interest in his machine can find considerable to do by way of preparing for the good weather which is to follow. Many riders devote their spare time in winter to swapping yarns, and while this practice is conducive to good fellowship, it is not to be compared with tuning up the mount for instant service when the sun shines brightly and the roads are once more rideable.

Keeping a Lookout for Rust

Probably the first thing to be looked for and guarded against is rust, due to some control part or other having been overlooked the last time the machine was used in bad weather. The commonest places where rust occurs are at the junctions of the grips and the handlebars, and inside the grips, and the first step is to operate the controls and note any tendency toward hard turning. If this is found, dismount the grip and controls and clean off the rust with emery cloth, 00 size preferably; then oil the parts and reassemble. The dismounting is good, especially as the rider may have an internal breakage some time and be at a loss how to fix the damage, unless he knows the "innards" of the control. It also affords an opportunity to lubricate the working parts, which generally stand in need of oil at the end of a season.

From the controls, pass down to the motor and note its condition; start it and see that it runs well and with a sharp, ringing exhaust. If it does not, set the needle-valve and auxiliary air valve until the motor operates properly, running it on the stand for a short time only. Drain the oil out of the crankcase and supply the motor with fresh lubricant, and when it is cool, remove the spark plugs and give them a good cleansing. If there is any suspicion of carbon deposit, make a note of it and proceed with the removal of the soot later on.

Examining the Fuel System

Proceed to examine the fuel system next. Disconnect the union joint at the carbureter and open the gasoline valve to see that the fuel flows freely. If it does not, drain out all the contents of the tank into a clean pail and disconnect the fuel pipe; then examine the strainer, and clean the latter if there is any sediment on it. A good cleaning out of the gasoline tank does no harm, and the pipe can be put on again and the fuel placed in the tank ready for the next step. This involves an examination of the carbureter to see that the float chamber contents operate properly and that the passages are clear.

The movement of the throttle on its pivots should be seen to, as in some carbureters the throttle spindle wears its seats oval and the whole valve is then loose and does not operate quickly enough. If the seats are worn, they can be fitted with new linings of babbitt or the carbureter can be sent to the makers for adjustment. The test for proper operation of the float, etc., is to let in gasoline and note whether the valve closes securely when the proper level is reached, the carbureter being held level while this is being done. In connecting it up again, see that it sets level when in place and that all joints are tight.

The Oiling System

Proceed similarly with the oiling system. If it is of the sight-feed type, see that the feed is not clogged and that the glass is clear; disconnect the oil pipe to the crankcase and note that the oil flows freely from it. Blow through the crankcase oil connection to make sure that it also is clear. To test the operation of a mechanical pump, disconnect the discharge end and run the motor for a short time; if the pump throws the oil to some distance it is operating properly.

Clutch and Transmission

After having reconnected the pump or oil pipe, go next to the clutch. Dismount it, but you do not necessarily have to remove the clutch body from the countershaft, especially if it is of the disc type with dry plates. Wash off any old grease or oil with kerosene or gasoline, and when dry renew the lubricant. See that the springs, cams, etc., operate properly after the clutch is reassembled. If the drive is by chain, it is a good thing to remove the chain and clean it by soaking in kerosene, drying and then giving a thorough treatment with chain lubricant. On replacing it, see that the sprockets are not worn too much and that they are in line. If a belt drive is fitted, remove the belt and scrape all dressing off with a blunt knife or stick, taking care not to injure the leather in so doing. Then after cleaning the pulleys replace the belt and dress it in place, with the motor running.

Make the Most of the Winter Days

I go through with this overhauling every six months or so, taking two or three days at it, and find it almost as interesting as riding itself. Think of the advantages: you know your machine from A to Z, and you are not dependent upon the factory or upon a repair man. Regular "goings-over" of the machine save a costly and general overhauling; I know of two hard riders who have not had a general overhaul of their machines in two years although each has a mileage of about 11,000.

Frame Parts and Brakes

Regarding the frame parts, the operation of the springs in fork or frame should be noticed and any lubricant that shows signs of becoming stale should be renewed. There is little real necessity of dismounting a spring fork, but if of the leaf, or so-called "cradle," type, grease or non-fluid oil is best to put between the leaves. The grease can be put in place by prying the leaves apart and inserting it on the blade of a knife. Wherever there are oil cups or holes, use the oil can; it is cheaper than new bearings and prevents the squeaks that often puzzle a rider when they suddenly start while passing over rough roads. Wheel the machine by hand along a straight line laid out on the floor and have a fellow rider note whether the front and rear wheels run in the same track; some machines have their frames sprung after spills, etc., and in repairing them it is very difficult to bring the wheels in line again. The facilities at a motorcycle factory enable this to be done to a hair's width, and should the wheels fail to track, it is wise to have the frame straightened as soon as possible by the makers.

While the driving agent (chain or belt) is off it is a good plan to spin the rear wheel to see if there is any dragging in the brake. If so, the brake should be adjusted according to the maker's directions. The grease in a coaster brake usually gets pretty foul toward the end of the riding season, and it would be very helpful to remove the wheel and dismount the brake, cleaning it and renewing the lubricant. On setting the wheel in the slider-forks again, the alignment can be adjusted after the chain or belt has been put in place.

NEWS FROM THE CLUB AND TRADE BOOSTERS OF CANADA

THREE Canadian traveling salesmen for American motorcycle factories were busy in the Maritime Provinces during a part of January. H. W. Kipp, of Toronto, representing the Indian; W. Morrison, for the Excelsior, through P. A. McBride, of Toronto, and K. R. Spencer, of Hamilton, Ont., for the Harley-Davidson, were placing agencies in Nova Scotia and New Brunswick. This territory is undeveloped, from a motorcycle standpoint, and the presence of the three traveling men is an indication that the trade believes it is time for an awakening.

A prominent visitor in Toronto recently was J. B. Clarkson, managing director of the J. B. Clarkson & Co., Ltd., Wellington, New Zealand. He represents the Douglas, Enfield and James, all British motorcycles, and placed several agencies in the Dominion on his around-the-world tour.

Among the Dealers

Harold Cole, the Canadian speed merchant, has joined the Hendee Mfg. Co.'s Canadian factory at Toronto. He is employed in the testing department, along with Joe Baribeau and Ernie McIntosh, who are also noted track artists.

Percy A. McBride has placed sub-agencies for the Excelsior in Toronto with A. W. Hampson, 433 Parliament street, and Joe Bourne, Spadina avenue.

A number of motorcycle dealers have taken space in the National Motor Show to be held at Toronto on February 14 to 21. The Hendee Mfg Co., has taken large space while P. A. McBride, the Excelsior distributor, will be well represented.

The first of the 1914 Ontario motorcycle licenses was issued to Redferns, Limited, for their Harley-Davidson motorcycle truck which is used in their delivery service.

W. Porter, the Toronto Matchless dealer, has received a 1914 Matchless twin and sidecar. With its big Renold silent engine chain, large rear chain, improved variable speed gear device, and improved system of operation, the new model has been creating considerable interest.

The Northern Motor Supplies, Ltd., of Calgary, Allerta, has taken over the Indian agency formerly held by F. W. Sanguine. George Bain, formerly a Toronto rider, is the manager of the motorcycle department.

Club Elections

The Toronto Motorcycle Club, Inc., held its annual meeting on Wednesday evening, January 14, with 100 members present. The election results were as follows: Walter Stoner, president; R. M. Case, vice-president; H. J. Stillway, secretary; N. Newport, treasurer, H. McCrossen, tyler; F. Dolson and S. Wilkins, executives. The committees are made up as follows: Competition—Herb. Marshall, F. A. O. Johnston and F. Dolson. House—A. McLean and S. Wilkins. Social—S. T. Smith, C. J. Spears and W. Gladdish. Legal Action—W. M. Gladdish and Alex McLean. Touring—H. McCrossen, N. Newport, C. J. Spears, D. Boyd and George Bilton. Auditors—J. McMulkin and S. T. Smith. Delegates to C. M. A.—F. A. O. Johnston, W. Stoner, H. Marshall, A. McLean, S. T. Smith, W. Gladdish, F. Dolson and D. Boyd.

The fee was raised from $2 to $3, and still the club expects to have at least 1,000 members before the end of 1914. It reached the 600 mark in 1913.

The Wanderers' Motorcycle Club, of Toronto, has elected the following officers for 1914: S. C. Olmstead, president; F. M. Service, vice-president; G. C. Book, secretary; T. J. McKyes, treasurer; H. L. Efner, historian; E. Walter, tyler. Delegates to the C. M. A. will be Claude Pearce and W. G. Self. The Wanderers' Annual At Home is to be held on Friday, January 23.

Miscellaneous Notes

The Board of Control of the City of Toronto has decided to raise the age limit for persons operating motor vehicles, including motorcycles, on the streets from 16 years to 18 years, on the advice of the City Solicitor.

G. I. Kreamer, of Chicago and Toronto, has secured the F. A. M. board track franchise for the City of Buffalo. The Federal League promoters desired to play baseball inside the proposed motordromes at Toronto and Buffalo, but they will not do so at Toronto, in any event, because of lack of finances on the part of the baseball people.

Although the weather in Toronto, Canada, has been down to 28 degrees below zero, there has not been a day since the first of 1914 that motorcycles have not been in use on Toronto streets.

EDMONTON ROADSTERS

From the Edmonton Bicycle & Motor Co., 586 Jasper East, Edmonton, Alberta, Can., comes the accompanying photograph showing a number of riders of that city who participated in a recent holiday run to Wetaskiwin, where dinner was served. "Many erroneous ideas have gained credence regarding the weather conditions that obtain in this northern country," writes Ben Brammall, manager of the Edmonton company, "and the photo will serve to place matters in a truer light. Remember that we are the 'Farthest North Club,' and this picture shows our lineup on the road to Wetaskiwin, 48 miles from home. Note the dusty condition of the roads.

"To date," continues Brammall, "there has not been a day this fall or winter when the roads were not in the best of condition for riding, and the boys shown in the picture may be seen on the road every Sunday or holiday. There is just enough frost in the air to make riding exhilarating."

The trip to Wetaskiwin was made without incident until within seven miles of the finish when M. Hope had tire trouble. Brammall, who was acting as vanguard, suggested as it was near dinner time that Hope take his tube to Wetaskiwin for repairs and finish the trip on Brammall's carrier. At the end of the run Hope said that the "Big X" certainly could ramble through sand carrying double.

Reading from left to right the riders shown in the picture are: Ben Brammall, J. S. Tirebolton. O. E. Bricker, secretary; C. W. Leggett, M. Hope, James H. Hillier, president; W. McLean, J. C. Braly, captain; W. S. Bend and Percy Carmichael.

A CLUB IN FLINT

A meeting of motorcycle riders of Flint, Mich., was held Wednesday evening, January 14, when the Flint Motorcycle Club was formed and the following officers elected: W. S. Thatcher, president; Walter Young, vice-president; R. E. Benedict, secretary, and Max Beers, treasurer. The club has 34 charter members and has rented temporary rooms at 317½ Saginaw street. Plans are already under way for a summer campaign.

The Edmonton Roadsters Lined Up for the Recent Holiday Jaunt to Wetaskiwin—Note Good Condition of Road.

Recent Motorcycle INVENTIONS

Reported by Lester A. Sargent, LL.M.

WASHINGTON, January 20.—A luggage carrier for motorcycles has been invented by Fred G. Parker, of Paterson, N. J., and a half interest in the patent disposed of to Henry Smith, of Acquackanonk, N. J. This luggage or parcel carrier is supported by a frame in the rear of the saddle. Opposite spiral springs arranged between the lower member and upper member forming the carrier give resilience to the box-like structure. A covering of flexible sheet material—leather or canvas—is secured to the carrier by means of tape and tacks. The receptacle portion of the carrier is substantially U-shaped in plan and open at one end, which end is provided with a removable cover. While the device is intended primarily as a receptacle for luggage, it may, if desired, be used as an auxiliary seat for the motorcycle. Patented December 16, 1913; patent No. 1,081,326.

A New Tandem Attachment

A motorcycle seat invented by George A. Hartman, of Denver, Colo., may be readily attached to any motorcycle frame in the rear of the driver's seat. It comprises a main seat supporting upright, or arch, which straddles the rear wheel and is fastened to the frame of the motorcycle by means of clips which embrace the frame members. Attached to, and extending rearwardly from the topmost portion of the upright, is an arm pivotally mounted. A seat frame is slidingly mounted on this arm. A cross bar is attached to the seat frame to which spiral springs are attached at one end and fastened at the other to a collar mounted fast to the pivotal arm. This combination forms the means for yieldingly resisting the up and down swinging movement of the seat frame. Substantially parallel links are pivotally connected to the lower extremities of the side bars of the upright and their upper portions are pivotally connected to the side portions of the seat frame. This admits of an up and down swinging movement of the seat frame, the rear portion of which is supported by these links and the forward portion by the pivotal arm extending from the upright or arch. A comfortable seat is thus afforded. To the lower ends of the links are attached footrests, which when not in use may be folded up against the sides of the links. Patented December 23, 1913; patent No. 1,082,423.

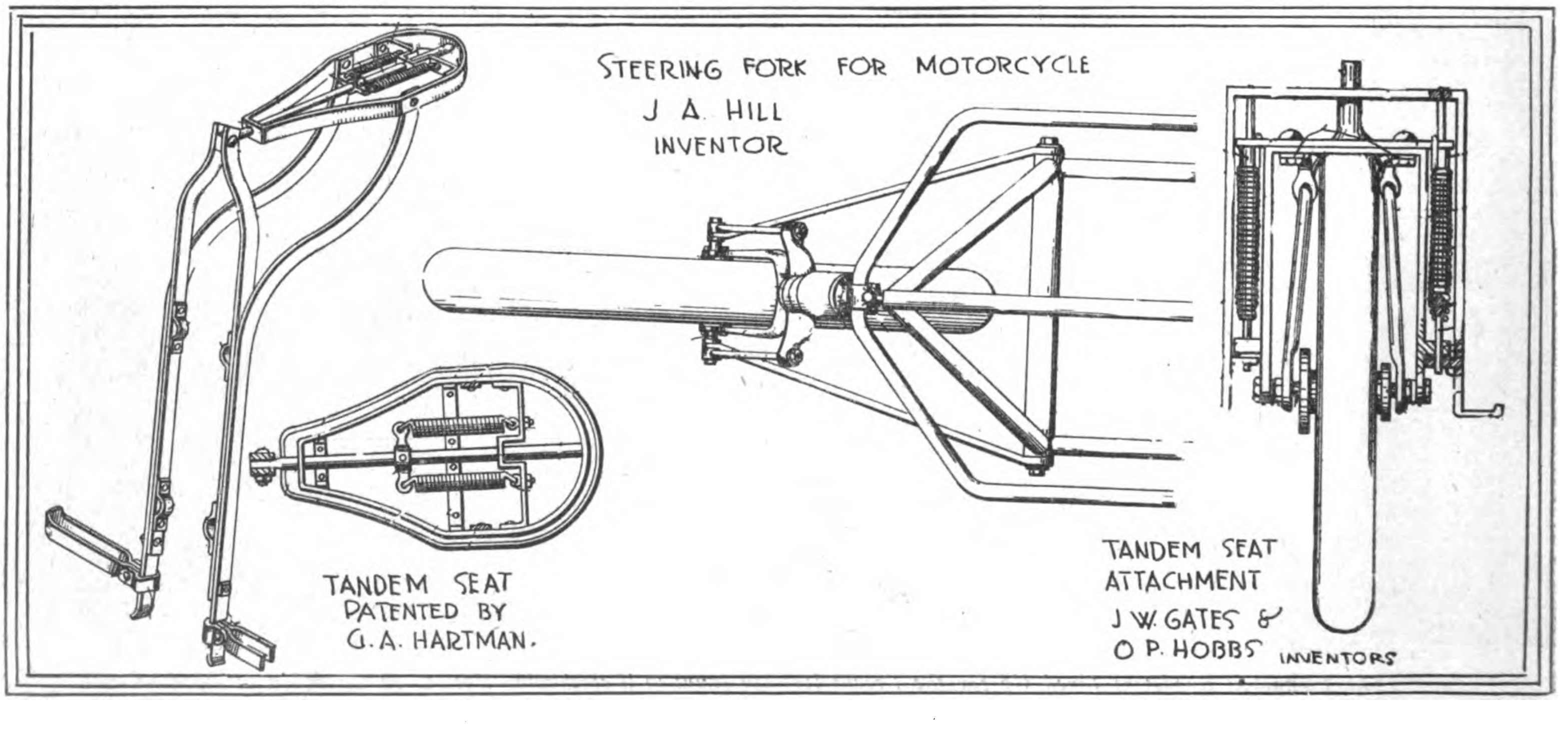
An Easily Detachable Seat

A tandem seat attachment invented by John W. Gates and Oliver P. Hobbs, of Los Angeles, Cal., has just been patented to the latter inventor and to Amelia C. Gates, administratrix of John W. Gates, deceased. One of the objects of the inventors was the devising of a tandem seat that could be quickly and easily attached to or detached from a motorcycle. Another object was to provide an easy-riding seat that would take up the jounces on rough roads. The means for detachably securing the seat to a motorcycle comprise an axle frame terminating in hooks adapted to be hooked over the axle. Lock nuts are arranged to prevent the hooked ends from coming off the axle when positioned for use. After being once adjusted the seat frame is always ready for use without adjustment.

Brace bar mechanism is secured in engagement with the axle frame fastening the top of the axle frame to the machine frame. The seat frame is U-shaped. Guide lugs are secured to the seat and axle frames. Thrust rods pass through the guide lugs and into the seat frame. On these thrust rods are mounted springs having their lower ends held to the rods and their upper ends secured to the top of the axle frame, to afford the desired resilience to the seat attachment. By removing the saddle frame the remaining parts provide an excellent luggage carrier. After the clamps and hooks which are attached to the motorcycle frame are in place, the seat attachment can be quickly attached to the machine and as quickly detached. Patented December 23, 1913; Patent No. 1,082,227.

Improved Steering Fork

A new steering fork for motorcycles has been patented in the United States by Joshua A. Hill, of Essex, Ontario, Canada, a half interest in the patent rights being owned by George W. Rogers, of the same city. The object of the invention is to provide a rigid frame and front fork construction which is such that while yieldingly supporting the load, the guide wheel may be turned freely within the frame to guide the vehicle, and which construction will form a brace against side and



STEERING FORK FOR MOTORCYCLE
J. A. HILL
INVENTOR

TANDEM SEAT
PATENTED BY
G. A. HARTMAN.

TANDEM SEAT
ATTACHMENT
J. W. GATES &
O. P. HOBBS INVENTORS

end thrusts and strains making a sturdy product.

A tubular axle provided for the wheel and to which the fork is secured, is combined with a bearing member extending through the tubular axle, and to the ends of which member thrust members are attached and extend rearwardly to the frame. The fork has a stem which extends into a tubular head that is pivotally attached to the frame. A sleeve is provided for the stem and a spiral spring is interposed between the end of the sleeve and the upper portion of the head, to give the desired springiness to the front portion of the motorcycle. A second spring is interposed between the upper end of the sleeve and the lower end of the head.

It should be noted that the axle is adapted to turn upon an upwardly extending axis. The usual ball bearings are provided, for the axle bearing member and also for the fork stem. A rigid construction is secured by this inventor; a broad base is provided for the frame upon which a motor may be supported, and the center of gravity of the motorcycle is brought low. Patented December 23, 1913; patent No. 1,082,122.

LONG LICENSE PLATES

Reports from Theodore Siddal, F. A. M. Commissioner of the Philippine Islands, are to the effect that the Philippine Assembly is now in session and that a reasonably fair motor vehicle law, based on the laws of the States, is among those to be proposed. The only objection to it on the part of motorcycle riders is the fact that they will be compelled to carry the same size of license plates as the automobilists. An effort is being made to have the law so altered as to permit of the use of plates less than a foot long on motorcycles.

THE AMATEUR CHAMPIONSHIP

An interesting problem for racing fans to consider during these long winter evenings is suggested in a letter received a few days ago from Advertising Manager A. H. Bartsch, of the Bosch Magneto Co. Mr. Bartsch writes as follows:

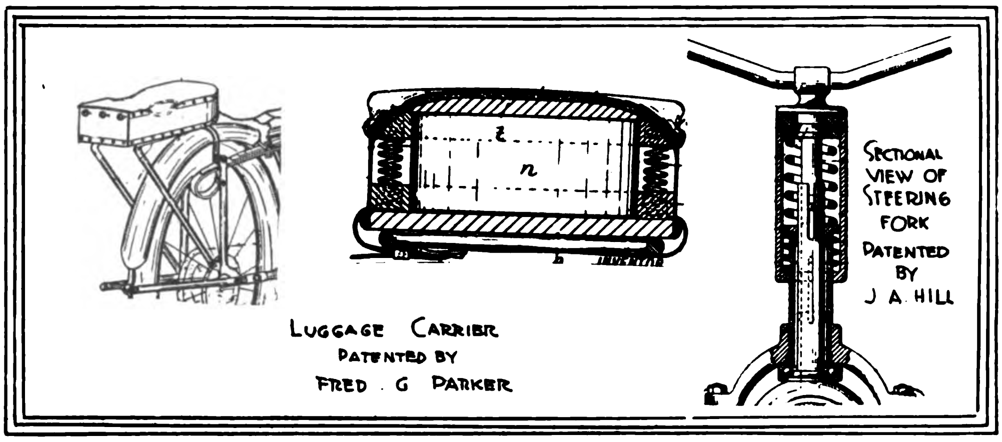
"Now that Constant has joined the ranks of the professionals, and the fifty-mile amateur championship race has not been run, who will be known as the amateur motorcycle champion of the United States for the year 1913? Also who is entitled to the Bosch trophy?"

GEMBEL WINS ECONOMY TEST

In a recent economy contest held by the Lincoln Motorcycle Club, Lincoln, Neb., J. Gembel, on a Yale twin, took the first prize. Each contestant was compelled to empty his gasoline tank and was then supplied with one quart of gasoline. Gembel covered 22 miles before his fuel supply was exhausted. Twenty-two miles per quart is equivalent to 88 miles per gallon, or an actual running cost of one-sixth of a cent per mile.

A MOTORCYCLE PATROL

The Sawtooth forest roads of Idaho will soon be patrolled by motorcycle guards, if Forest Supervisor Wood, of Hadley, has his way. Mr. Wood thinks that the patrol would keep careless sheep herders from allowing their stock to damage the roads, and would thus save the Forest Department much money that is now being spent for repairs.



Two of the Recent Motorcycle Patents Described on Opposite Page

HOUSTON RIDERS' ENDURANCE TEST

Captain McClanahan of the Houston Motorcycle Club Seeks the Co-operation of Texas Dealers for Staging a Big 800-Mile Grind to Be Held in the Early Summer.

HOUSTON, Tex., January 15.—Plans are being considered for an endurance run which will be the greatest undertaking ever handled by the local organization. It is proposed to hold the event in June over a route not less than 800 miles long and passing through San Antonio, Fort Worth, Dallas and return to Houston. This circuit includes some of the worst roads imaginable and an endurance run over the course would be long remembered by all the participants.

Motorcycle dealers and clubs along the route will be asked to assist in carrying out the plans. Cash and mercantile donations are requested from the dealers, and the clubs are asked to send entrants. It is the present plan to give from $1,000 to $1,500 in cash prizes. C. R. McClanahan, press agent and road captain of the Houston M. C., is in charge of the arrangements committee and is anxious to hear from the dealers located along the route outlined. He states that a representative of the club will make a circuit of the course before the running of the event and collect whatever contributions, cash or merchandise, the dealers care to give. The contest is open to all F. A. M. members.

The 1914 officers of the Houston club are: R. C. Mock, president; W. V. Griffith, vice-president; L. Lee Adam, secretary; Charles Heyer, assistant secretary; J. Hill Freeman, treasurer; C. Roy McClanahan, captain, with Tom A. Barron and H. C. Bullard, first and second lieutenants, respectively. Albert A. Bisbee, B. K. Bering and G. W. Beardsley, with the officers, compose the board of directors.

LORDSBURG RACE

The La Verne (Cal.) M. C. held a successful race, under F. A. M. sanction, on New Year's Day. Don Johns, Excelsior, headed the 30.50 class in the 3-mile open professional race in 3 minutes 14⅕ seconds, and Verrill, also riding an Excelsior, finished second. He was followed by Hepburn, on a Reading-Standard. In the 6-mile, 61 class race, Don Johns also figured as the winner, in 5 minutes and 22 seconds, followed by Verrill. Toby, Indian, came in third. Toby won the 4-mile stripped stock, 61 class race, his time being 3 minutes 49⅗ seconds, and Walters, also astride an Indian, secured second place, followed by Burke, an Excelsior rider. In the 5-mile open professional, 30.50 class race, Burke, mounting an Indian, won first place in 6 minutes 28⅕ seconds, and Levengood, riding a Thor, came in second. Hepburn was out of this race. Toby was again successful in the 5-mile stripped stock, 61 class race, his time being 4 minutes 43 seconds. Walters, another Indian rider, finished second, followed by Hefferfinger, riding a Pope.

EXCELSIOR ONLY SURVIVOR

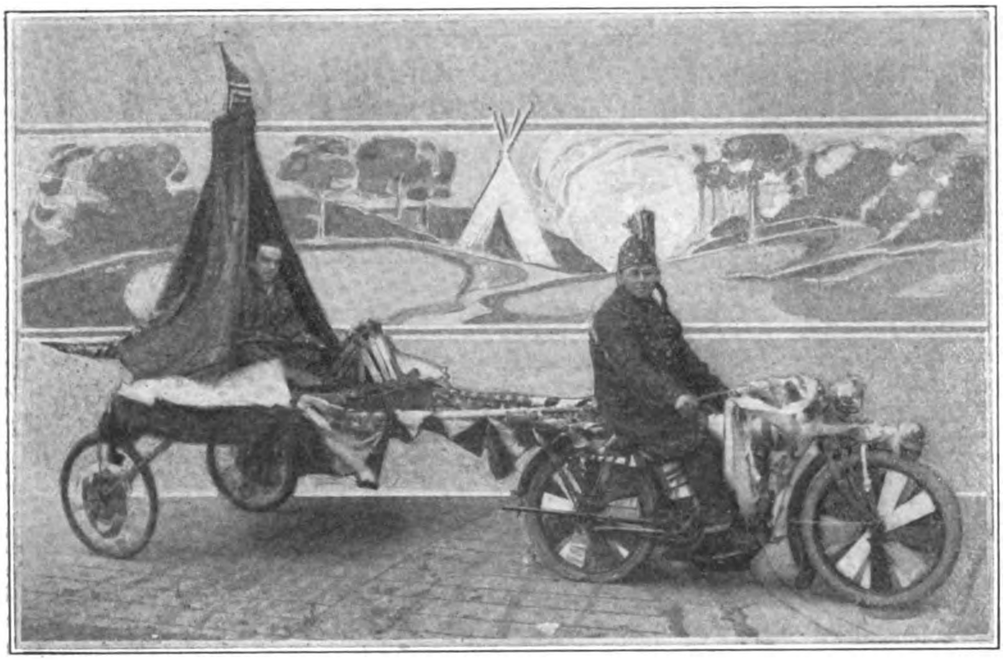
One of the most severe grinds ever held by the Rose City Motorcycle Club, of Portland, Ore., was that which marked the going out of the old year. At midnight, December 31, nineteen riders started from the Oregonian Building, but so gruelling was the test, only eight were in the running when daylight broke. It was either raining or sleeting during the entire night, and during the day the contestants were forced to ride against a hurricane. The total distance to be covered was 410 miles, and the time allowance was 18 hours. The 35-mile course, which had to be covered 12 times, was described as "simply awful." The contest ended at 6 p. m., January 1, but after 4 p. m. Carl Rose on an Excelsior, was the only rider left in the running. Just before the finish Bob Eppenstein and E. Berreth reentered the race, but had no chance of winning. Special mention is made of the fact that Rose's machine was equipped with Goodyear tires, which, despite the terrible road conditions, gave no trouble. This is particularly notable in view of the fact that they had been used on the winning Excelsior machine in the recent Seattle run.

STERLING CLUB'S NEW STAFF

Officers for the 1914 season were elected at the recent annual meeting of the Sterling Motorcycle Club, of Sterling, Ill. R. R. Baer is the new president; A. Hey, vice-president; A. J. Rurak, secretary; H. E. Ford, treasurer; R. D. Kellis, captain, and C. Dingles, lieutenant. The club is now carrying out a program of winter entertainments.

MOTORCYCLES IN ARMY USE

A detachment of motorcycles has been recently added to the Second Presidency Volunteer Rifle Battalion of Calcutta. The detachment now consists of thirty-five motorcycles and four motor cars.



Indian Outfit That Won a Prize in Pleasantville, N. J. Item at Right.

MALTA M. C. OFFICERS

Buffalo, N. Y., January 10.—The Malta Motorcycle Club, of this city, has just held its annual meeting at which a number of important matters were taken care of. A proposition made by the Buffalo M. C. to consolidate with it met with opposition, and the club will remain independent. Officers for the current year were also elected at this time: Frank D. Barton is president; Bert M. Campbell, vice-president; William J. Korn, secretary-treasurer; Dillon McDonnel, assistant secretary; Charles Ricketson, captain; Peter Clouston and William J. Korn, first and second lieutenants, respectively. Although only a year old the club already has more than fifty members and maintains attractive rooms in the Chapin Block.

NEW DETROIT CLUB

The recently-formed Wandersee Motorcycle and Athletic Club, of Detroit, Mich., is proving itself an active organization. The members have a commodious clubroom, fitted up with a pool table, punching bags and other equipment. The Wandersee basketball team is now leading the Y. M. C. A. league and the club also reports that plans for the formation of a baseball team are in preparation.

OHIO ROADS EXPENDITURES

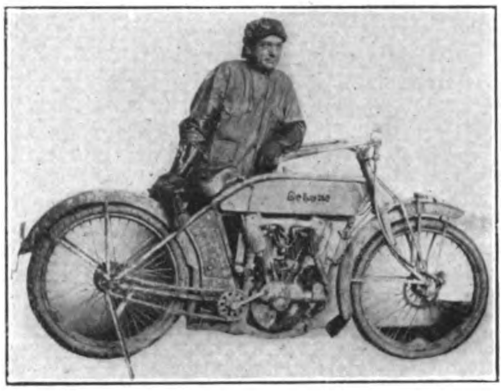
"Between $5,000,000 and $7,000,000 will be spent in this state for good roads," said James R. Marker, Ohio Highway Commissioner, recently. "Already 85 counties have applied to the state highway department for funds, and the applications now on file will keep the state department busy for the next five years.

W. E. Wandersee, of 129 Gratiot avenue, Detroit, Mich., reports that he has received 30 deposits for 1914 model Harley-Davidson motorcycles.

A wire from J. M. Lopez, of Biloxi, Miss., is to the effect that his 1914 Harley-Davidson. motor No. 4307-E, has been stolen. It is a twin-cylinder machine.

THIS WAS ROUGH GOING

With the mud of two counties plastering his clothes, John Merz, on a De Luxe "7," won the recent road race of the Indianapolis M. C. The event was held over a 52-mile course, which Merz covered in 1 hour 35 minutes and 57 seconds. The course was one of the worst ever ridden by the club.



Merz and His Winning Mount

THIS OUTFIT WON A PRIZE

An interesting parade outfit which recently attracted attention in Pleasantville, N. J., is shown in the accompanying photograph. The idea took a prize and won plenty of advertising to the Turner & Adams agency, where Indian machines are handled in Pleasantville. The proprietors of the agency appear in the picture, Adams on the machine.

MARKING LINCOLN HIGHWAY

Red white and blue signs, with the word "Lincoln" at the top, "Highway" at the bottom and a large "L" in the center have been adopted as the official marker of the Lincoln Highway Association. The Commercial Club, of Fort Wayne, Ind., has placed 320 of these signs along that section of the Lincoln Highway passing through Allen County. It is said that this is the only county in which the Highway is completely marked.

LINCOLN HIGHWAY 3,386 MILES LONG

Frank H. Trego, chief engineer of the Lincoln Highway Association, has just compiled figures which show that the course of the proposed Lincoln Highway from New York to San Francisco will be 3,386.6 miles long. The halfway mark is between Lexington and Cozad, Neb.

SMOKER OF PHILADELPHIA CLUB

The West Philadelphia M. C., Philadelphia, Pa., held a largely attended smoker on New Year's Eve. While awaiting the exodus of the old year, the members partook of a supper, which contributed materially to the success of the occasion.

EIGHT INDIANS IN ROANOKE

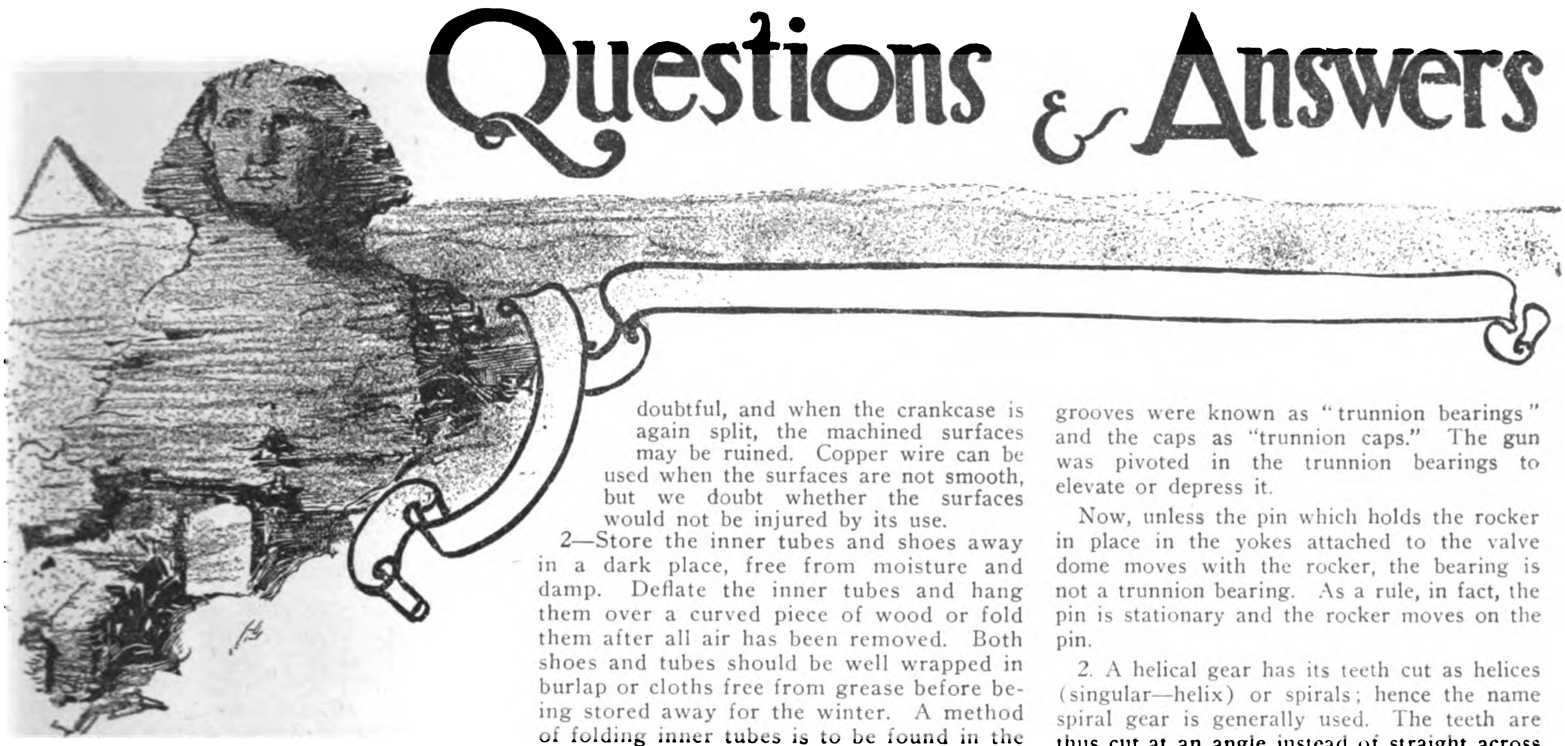
The police department of Roanoke, Va., has been supplied with eight new Indian motorcycles. These machines are for answering emergency calls.

CEDAR RAPIDS RIDERS

E. H. Hall, agent for the Harley-Davidson and Yale at Cedar Rapids, Iowa, forwards the photograph below showing a few of his followers lined up in front of the agency headquarters prior to a recent run. Reading from left to right those shown are: C. W. Hall, Charles Sheldon, Ned Oliver, Charles Turner, F. Cody, Bush, Charles Fisher, Walter Bassett, Dunn, and Ira Alberts.

E. H. HALL
BICYCLES AND MOTORCYCLES

Questions & Answers



HORSEPOWER QUERIES

EDITOR: As I am about to purchase a new machine, I write to ask you for some information about horsepower. The machine I refer to is a twin with bore and stroke of 3¼ and 3 43/64 inches, respectively, and is rated at 7 horsepower. The piston displacement is stated as 61 cubic inches, but a single-cylinder motor of the same type and of 30½ cubic inches displacement is called a 4 horsepower motor. Is the twin motor underrated or the single overrated? About how much horsepower could I get from the twin motor?

Philadelphia. EDGAR HERROY.

The horsepower rating in which a 30½ cubic inch motor is called a 4 and a twin of 61 cubic inches is called a 7, is that decided on by the Motorcycle Manufacturers' Association. They adopted a rating of one horsepower for every 7½ cubic inches for single-cylinder motors and one horsepower for every 8½ cubic inches for twin motors. You should actually obtain 10.1 horsepower from your motor, as the average *maximum horsepower* of motorcycle motors is one horsepower to every 6 inches of piston displacement. Actually, most 61 cubic inch motors give from 11 to 13 horsepower when new.

LEAKY CRANKCASE, ETC.

EDITOR.—1. What is the best cure for a leaky crankcase? I have heard that a mixture of white lead and shellac is excellent, and that a joint made with aluminum paint will remain tight. Is running a copper wire between the halves effective?

2 When storing away inner tubes and shoes for the winter, should the air be let out and should they be kept in a dark room?

A LETHBRIDGE RIDER.

Lethbridge, Alta.

1—The best joint is made with the lead and shellac, having the lead thin, just enough to surface the halves. In most cases shellac is sufficient where great accuracy in machining the surfaces is a feature of the factory's construction, but the lead is good at any rate. Aluminum paint is usually doubtful, and when the crankcase is again split, the machined surfaces may be ruined. Copper wire can be used when the surfaces are not smooth, but we doubt whether the surfaces would not be injured by its use.

2—Store the inner tubes and shoes away in a dark place, free from moisture and damp. Deflate the inner tubes and hang them over a curved piece of wood or fold them after all air has been removed. Both shoes and tubes should be well wrapped in burlap or cloths free from grease before being stored away for the winter. A method of folding inner tubes is to be found in the forthcoming Motorcycle Manual.

UNUSUAL TROUBLE

EDITOR.—I am having trouble with my motor, a 1912 single model, fitted with an automatic carbureter: It runs all right with the throttle nearly closed but when I open the throttle it starts to miss just about from half-open to three-quarters open position. If I "dump the throttle" into the motor there is no missing at all. The motor has good compression, fine spark at the plug and a nice snappy exhaust when running at slow speeds.

JOHN E. KING.

Columbus, N. J.

We think that you will find the cause of your trouble in a leak in the passage from the mixing chamber to the inlet pipe. Either the bushing in which the throttle spindle works is worn or that in which the jet needle-valve moves is out of round. Suspect the latter at once; the needle-valve on a carbureter such as you have fitted occasionally wears its bushing after a year's use, and the leak which results only makes itself apparent at certain positions of the valve. The throttle spindle occasionally wears its bushing and the action is similar. Such trouble is never found on new machines and is rather rare on old ones.

SOME DEFINITIONS

EDITOR.—1. Please explain what is meant by "trunnion bearings." I saw this term used in reference to an overhead valve gear and would like to know how it is employed.

2. What is meant by a "helical" gear? Is it the same as a "spiral" gear?

3. Is there any dictionary of motorcycle terms published? I would like to obtain one, and would be obliged if you would let me know the prices, etc., and where I can get one.

New York, N. Y. ERNST HOFFMAN.

1. In some models of field guns, the gun itself had cylindrical projections at the sides, called "trunnions." These served to attach the gun to the carriage, by fitting into semi-circular metal grooves in it and being held in these grooves by semi-circular caps. The grooves were known as "trunnion bearings" and the caps as "trunnion caps." The gun was pivoted in the trunnion bearings to elevate or depress it.

Now, unless the pin which holds the rocker in place in the yokes attached to the valve dome moves with the rocker, the bearing is not a trunnion bearing. As a rule, in fact, the pin is stationary and the rocker moves on the pin.

2. A helical gear has its teeth cut as helices (singular—helix) or spirals; hence the name spiral gear is generally used. The teeth are thus cut at an angle instead of straight across the face of the gear.

3. The 1914 Motorcycle Manual has a dictionary of such terms which will probably fill your wants. See advertisement in this number.

MISFIRES AT HIGH SPEEDS

EDITOR.—My twin motor runs well at low speeds, using only the pilot jet, but when I open the throttle one cylinder tends to miss. As I give more opening, this cylinder fires regularly and then starts to miss again. The motor will not run smoothly on high speeds. The spark is first-class and the compression good.

ARNOLD W. BURNS.

Newburyport, Mass.

Look for leaks in the inlet pipe leading to the cylinder that misfires, etc. Next notice whether there are any leaks of air around the inlet valve stem (in the dome in your case), and see that the spark plug is not cracked. See that all the valves work properly and do not stick in any position. Many riders, in an endeavor to get more speed out of their machines, ream out the passages in the rose-jet; if you have done this, you had better get a new jet, as this reaming out will generally end in just such troubles as you have. Dismount the carbureter and see that all passages are clear and that the float is not punctured.

CLEANING TAIL-PIPE

EDITOR.—My muffler tail-pipe has become clogged with carbon, oil and dirt to such an extent that the motor loses power. What is the best and easiest way to clean the same?

A. ROSE.

Cleveland, O.

We suggest that you remove the tail-pipe and plug it at one end. Then fill it with kerosene, allowing the kerosene to remain for several hours. When the carbon is softened somewhat, scrape the interior of the pipe to remove the carbon, using a scraper formed on the end of a stout wire, as follows: Either flatten the end out and form an edge on it at right angles to the shank, or use a series of short thin pieces of steel in a bundle and fastened in a loop at the end of the wire. We have used a wire shotgun brush for this purpose and found it effective, but there is no necessity of purchasing one as the bundle of steel pieces will do very well. Of course, you can use a chemical carbon remover if you so desire, pouring it in the pipe after plugging one end.

SIDECAR INFORMATION

EDITOR.—As I expect to purchase a sidecar for the 1914 season, please answer the following questions to assist me in getting the best possible results from the combination:

1. Should the front of a torpedo-body sidecar incline downwards at the front or be level?

2. Should the axles of the sidecar wheel and rear motorcycle wheel be in a straight line or should the former be slightly forward of the latter?

3. I think that a speedometer could be driven effectively from the wheel of the sidecar instead of from the front wheel of the machine. Has this ever been done, and if so with what results?

4. Where can I get a stand for a sidecar?

New York, N. Y. JULIUS S. BRANDEES.

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1. The front of the body should be level, provided the center of gravity of the passenger is directly above or behind the axle of the frame. A droop toward the front brings too much strain on the connections and tends to make the motorcycle steer "off" toward the right in some cases.

2. It is better to have both axles on the straight line. Sometimes, where the sidecar frame is longer than usual, the combination will tend to incline toward one side, and this must be corrected by moving the sidecar backward or forward as the case may be. The result will be that the axles will not be on line. By axle we mean the wheel axle or axis, and not necessarily the axle of the sidecar.

3. A speedometer has been fitted to the sidecar wheel with good effect. In fact, one of our staff has used a sidecar combination with speedometer so fitted during the 1913 season, finding it superior to the arrangement on either the front or rear wheel of the motorcycle. The readings of the instrument are not affected by jolts or slipping of the wheel when mounted to drive from the side wheel. Special brackets had to be made, as no manufacturer could provide any that were suitable.

4. We do not know of any regular sidecar stand on the market. Try to fit one of the old-fashioned "Non-XL" stands, having a single leg which works in an arc and is operated by hand. One of these used to be fitted to each side of the machine. You should be able to get them cheaply from any reliable supply house.

ADVANCING THE SPARK

EDITOR—Kindly describe the method of advancing the spark in a Bosch magneto, fitted to a twin motor. I notice that, in retarding the spark by means of the lever, the magneto is short-circuited rather too soon; this leads me to think that the spark is not far enough advanced.

Avalon, Pa. DR. E. A. WAUGAMAN.

In order to set the magneto to give a greater range of advance, it is necessary first to take off the cover of the magneto drive train, thus exposing the gears. This cover on your machine is the same that covers the distribution or valve gears. Note in what direction the magneto shaft revolves. If there is no arrow on the magneto casing to show this, figure it out, beginning at the gear on the motor shaft. This revolves forward or to your right as you face that side of the motor. The next gear in mesh with the motor shaft gear revolves from left to right (opposite to that of the gear on the motor shaft); the second gear revolves from right to left, and so on.

Having found the direction in which the magneto is driven, let in the clutch to prevent the motor from turning over by accident. Mark with a piece of chalk or crayon any two teeth on the gear next the magneto shaft (or armature shaft) gear between which a tooth of the armature shaft gear fits. Withdraw this intermediate gear and hold it without turning, close to its position when in place in its bearing. Use the left hand to do this. Now, with the right hand, turn the armature shaft *back* through the space of one tooth. By back we mean in a direction opposite to that in which it is normally driven. Put the intermediate gear in place again, meshing it with the next gear in the train and also with the armature shaft gear. The marks on the two teeth of the intermediate gear should now be one tooth-space ahead of the mark on the armature-shaft gear tooth. The timing of the magneto is now advanced through the number of degrees determined by the space of one tooth. Put on the cover of the drive train casing and start the motor. An improvement in the speed should be noticed at once. It is probable that one tooth will be sufficient, and if two or three teeth advance will not give the desired speed increase, we suggest that you communicate with the makers of the machine. When a satisfactory timing of the magneto has thus been attained, put in all the screws in the cover after seeing that lubricant is in the casing and that any washer or packing between the cover and casing is again in place. It must be remembered that any extra advance of the spark timing acts to increase the slow speed of the motor, as well as increasing its speed in the opposite direction. In other words, you will not be able to run so slowly as with the present setting of the magneto.

SIDECAR INQUIRIES

EDITOR.—I have had several trips in a friend's sidecar and am thinking of getting one for use with my twin Reading-Standard. Kindly favor me with the following information: 1 Which is to be preferred, the wicker or the metal bodied sidecar? 2 At what points should the sidecar be attached to the machine? 3 Is it possible to align the sidecar so that the frame of the motorcycle will not be strained, and how should it be done? 4 Can the sidecar be heated; if so, how?

Pittsburgh, Pa. J. O. ROADS.

---

1. Considering the wintry weather and the kind of roads you will probably travel over, we suggest that you get the metal bodied car as being easier to heat. It, of course, will be heavier than the wicker type, but the motor, with a 4½ or 4¾ to 1 gearing, will take it anywhere that the wheels will bite. The coach or metal bodied sidecar generally has more storage room than its wicker brother, and, when properly fitted, is just as comfortable. It is designed to give more protection from the elements than most wicker bodied sidecars.

2. For a three-connection sidecar, the front coupling will be fitted to the tube leading from the steering head just below the brace tube, about 2 inches below it on your machine. The second or rear coupling will be attached to the right rear stay near the slider-fork, and it is best to put around the stay a piece of tubing or bent steel to which the coupling is to be clamped. This will prevent the drag of the connection being concentrated at one point. The third connection, from the rear sidecar axle to the frame will be attached to the "star" of the shock-absorber on the saddle mast

3. For aligning the sidecar we refer you to an article by D. R. Hobart on "Practical Sidecarring," which appeared in the March 6 issue of this magazine.

WILL NOT INCREASE STROKE

EDITOR.—I wish to increase the stroke of my motor to get more power. I intend to put a thick liner between the crankcase and the end of the cylinder. If I raise the cylinder up ⅛ of an inch, how much increase of power will I get?

New York, N. Y. LOU SCHMIDT.

We are sorry to inform you that you will neither lengthen the stroke of your motor nor increase its power by raising the cylinder up ⅛ of an inch. The stroke will remain the same, as you will not have altered the length of the connecting rod nor the distance of the crank from its center to the center of the motor shaft. These must be changed to change the length of the stroke. As to power, you will increase the volume of the combustion chamber and thus decrease the compression. The result will be reduced power and reduced speed.

FOUR-POINT CONNECTION

EDITOR.—I expect to purchase a second-hand sidecar and would like your advice as to getting one with four connections. Are four connections better than three? The frame I refer to is almost a square and not U-shaped as on some of the cars illustrated in your magazine.

Jersey City, N. J. WILLIAM BATT.

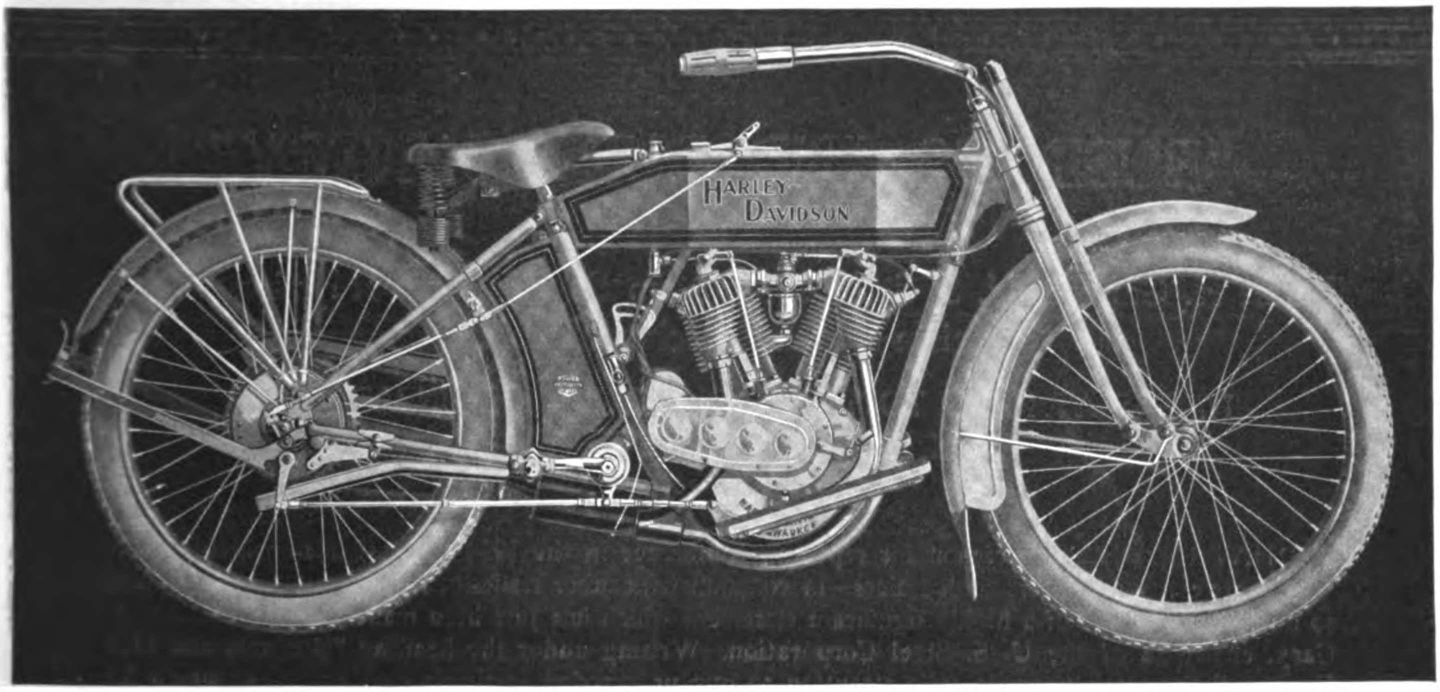
While a three-point suspension is generally desirable, many sidecarists of experience prefer the four-point connection. The extra front bar prevents any tendency to drooping and stays the sidecar more rigidly to the motorcycle. This is especially the case with a "square" frame. Attach the front connections to the top tube and diagonal tube respectively. See the Sidecar Section of the new *Motorcycle Manual.*

WRONG MOTOR NUMBER GIVEN

In the December 25 issue the motor number of an Excelsior which was recently stolen from P. J. O'Hara, 600 West One Hundred and Thirty-fourth street, New York City, was incorrectly given as 39,106. O'Hara writes that the number should be 39,105. He will pay $25 for information leading to the recovery of the machine.

JEFFERSON AGENCY

The Jefferson agency for New York City and vicinity has been secured by Henry Ephraim, in charge of the Gotham Sporting Goods Company, 57 Warren street, this city. This concern is also handling a complete line of accessories and is preparing a 1914 catalog, which will soon be ready for distribution. Mr. Ephraim is so well satisfied with the 1914 outlook that he will discontinue his automobile supply department and give all of his attention to the motorcycle business.



$107,045.00 Worth of Orders in One Day

Monday, January 12th, we received 417 bona fide orders, secured by deposits, for 1914 Harley-Davidsons

This is the most business we ever received in a single day. These orders are not "indefinite" orders or "reservations," but ACTUAL orders secured by deposits and embodying complete specifications.

No, we are not "swamped." Our preparations for big business have made it possible to make shipments of Harley-Davidson motorcycles exactly as we have promised our dealers.

We can still handle more dealers. We have a number of mighty desirable towns still open where we have not closed up 1914 business.

If, as a dealer, the Harley-Davidson proposition appeals to you, get in touch with us at once.

Harley-Davidson Motor Co.

Producers of High Grade Motorcycles for More Than Twelve Years

633 C Street
Milwaukee, Wis.

"BUSINESS AND OUR COUNTRY"

Elbert H. Gary, of U. S. Steel Corporation Sounds Note of National Optimism for All Branches of Trade

TIME IS AT HAND TO TAKE ADVANTAGE OF UNPARALELLED BUSINESS OPPORTUNITIES

THAT there is every reason for reposing confidence in the 1914 market, from which motorcycle manufacturers and dealers—in common with other tradesmen the country over—expect so much, in the sense of a highly significant statement which has just been made public by Elbert H. Gary, chairman of the U. S. Steel Corporation. Writing under the heading "Business and Our Country," the steel magnate calls attention to our unbounded business opportunities, which he says are now at their best, and not the least striking argument he adduces is one which shows our per capita wealth to be matched only by France. Mr. Gary's statement, owing to weight which admittedly it must carry in all business circles, is here reprinted in full:

"NEVER before in the history of this country was the opportunity for commercial progress and success so great as it is today.

"Never before were the conditions which promote the material welfare of the people so favorable as they are at present.

"The people of this country have a decided advantage over the people of every other country if we make the most of it. It is the richest of all countries and the greatest in productive capacity.

"Our per capita wealth is $1415, which is matched only by France and by no other country in the world.

"Our railroad mileage—always a vital key to prosperity—is 246,573—four or five times that of any other country.

Nearly Ten Billions in Farm Wealth

"In 1912 we produced nearly ten billions in farm wealth, four-fifths of which was in crops. Our great and growing population can use our products; it needs food and clothes and material to build; and it is willing and anxious to buy them. It is in need of railroads and ships with the best equipment to carry these products from one point to another, and it is willing to pay fair rates for the service.

"Laborers are willing to work at a reasonable wage and employers are anxious to furnish work and to pay liberal compensation. The carrying companies are desirous of providing necessary facilities for adequate transportation.

"Producers in all departments of industry wish to satisfy the demands for their products at fair prices, and to that end they would make the necessary increases in capacity. And those who are able are quite ready to furnish the necessary capital provided they can be certain of protection against loss or risk.

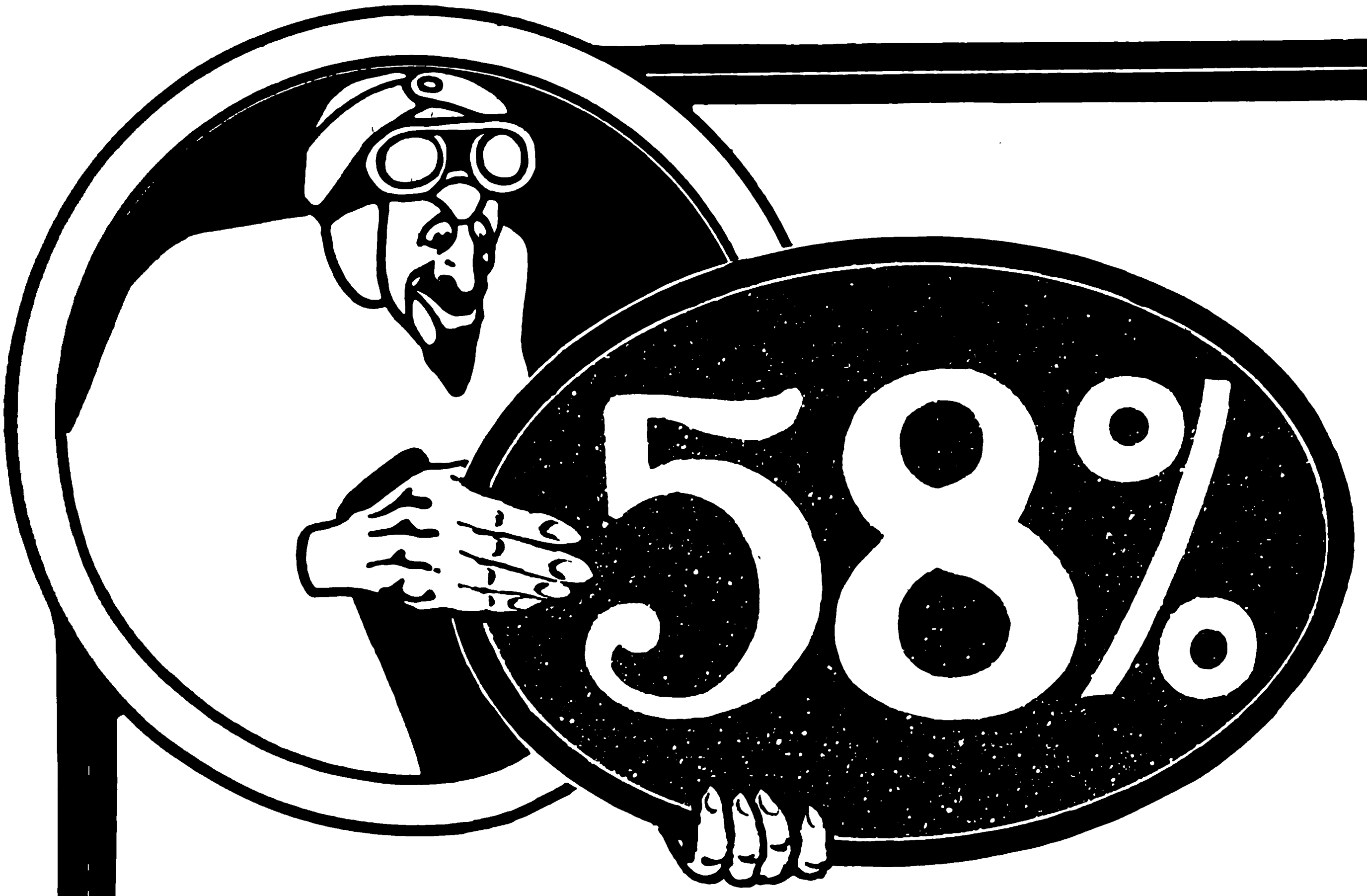
Eager To Do Business

"In short, this country, though hesitating, is eager to do business. The volume of business at this time, although large because the country is so vast, is not half so great as it ought to be or as it could be.

"It is high time for all of us to wake up to a realization of the fact that we are in competition with other countries, who by every means in their power are striving for supremacy; that it is not difficult for us, by good management, to reach the greatest measure of success in competition with other nations of the world, and yet that it is just as easy to fall if our vision is narrow or if we act without due regard to the results.

"Apparently, the leading, most thoughtful and fairest-minded statesmen of the country of all political parties are at present showing a disposition to bring about and to maintain industrial peace and progress. Therein lies reason for hope.

"So far as we can, let us do our part in holding up the hands of those who have the greatest power and, therefore, the greatest responsibility concerning these most important questions."



Bosch-Equipt

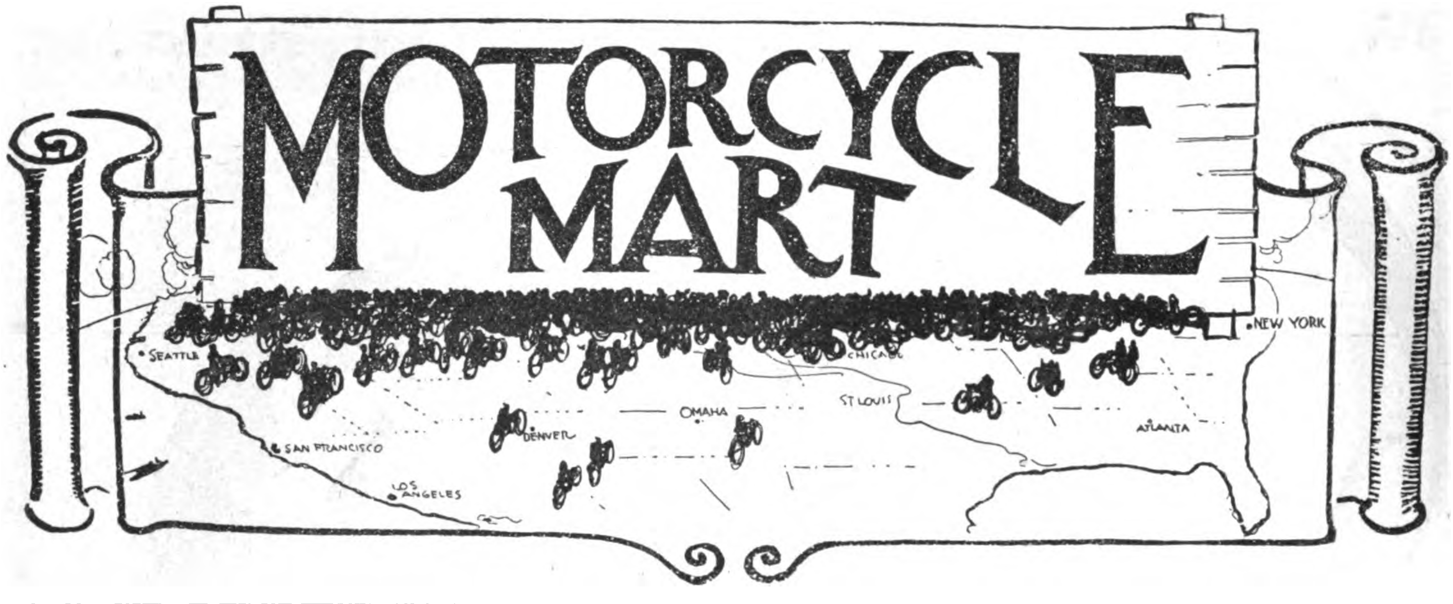
Bosch Magnetos predominate again this time at the New York Show

More than half of the motorcycles exhibited at the New York Show were fitted with Bosch Magnetos. The balance used the product of various makers: some used one kind of magneto, some another and others still another, but the majority naturally decided to consider the necessity for reliability and efficiency at the most vital point—they believe in giving satisfaction and full value, and selected BOSCH.

The majority always chooses BOSCH Magnetos of course

Be Satisfied Don't take "magneto" or "high tension magneto" but have it BOSCH Magneto **Specify Bosch**

BOSCH MAGNETO CO., 206 West 46th St., New York
CHICAGO DETROIT SAN FRANCISCO TORONTO



One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

BARGAIN.—1911 Twin 7 h. p. Indian; just overhauled; new tires, magneto, clutch, and new engine bearings; a snap, $115. The Dickinson Hdwr., Columbus, O.

MERKEL 4. magneto, spring frame, in good running condition, speedy, good hill-climber, $95; will ship C. O. D. John H. Hull, Mt. Hope, Pa.

NEVER USED Presto tank, with gauge and brackets, and $5.50 headlight; 5¼-in. lens, value $15. First $11 takes it. Not sold separately. Motorcycle Exchange, Schenectady, New York.

FOR SALE.—1918 Single Flanders. Correspondence solicited. Chas. MacWilliams, Warren, Pa.

$165 BUYS 1913 Twin Marsh Metz, guaranteed. William Phillips, Jr., Bellaire, Ohio.

BARGAINS IN USED MOTORCYCLES.—Send for list of second-hand and shop-worn motorcycles: prices from $40 to $200; 63 machines to choose from; all guaranteed. New England Motor & Supply Co., 24 Austin street, Worcester, Mass.

FOR SALE.—Majestic Sidecar, metal body; has new shoe, luggage carrier and tool box; color, red; make offer. 127 E. 63rd street, New York.

TAKING AGENCY FOR EXCELSIOR MACHINE. will sell my 1913 7 h. p. Indian. In good condition; only used 2,437 miles. First check for $175 takes it. I will pay freight. Henry C. Vollmer, 539 So. Christian street, Lancaster, Pa.

FOR SALE.—Slightly used 1913 Harley Twin; excellent condition; lamp and tank; $200. 1913 De Luxe Nine Twin; used very little; fine condition; must sell; $175. 1912 Harley Magneto single; good condition; $125. Arthur J. Henderlong. Crown Point, Ind.

BARGAIN.—1913 two-speed Indian; run less than 900 miles; like new; first check $185 takes it. This is a real bargain; need the cash. Address, Harvey R. Williams, 651 Columbia avenue, Lancaster, Pa.

FOR SALE.—One eight (8) horse "Orient" Air-Cooled Motor, complete with carbureter, coil, oiler, plugs and double throttle levers; also wheels; will make excellent cyclecar outfit. Price, $45. A. Holmes Howe, Mt. Holly, N. J.

BARGAIN.—Old Sol No. 8 Headlight. with generator, $3. Veeder cyclometer, nickel-plated luggage carrier; all complete, with brackets; like new; value $16.50; $10 takes it. Godfrey Kuhn, Liberty, N. Y.

FOR SALE.—1912 Harley-Davidson Single, with equipment; will send photo; price, $120. Fred Platt, Warren, O.

MISCELLANEOUS

MOTORCYCLE SCHOOL.—Operating, riding and mechanical lessons. Learn to ride and repair your machine. Send for circulars or phone. Riverside Motorcycle Garage, 533 West 110th street, near Broadway, New York City, Phone, 5615 Morningside, G. E. Wood.

CEMENTLESS PATCH in one piece, 1⅞ wide. one foot long. Cut your own patch, large or small, to suit. Can mend tear in tube any length. Sample box mailed for 35 cents. Motorcycle Tire Jimmy Co., St. Marys, Ohio.

YOU CAN greatly increase your income by representing our line of lighting systems; our "MATCH LIGHTING LAMPS" sell like wild fire both in town and rural districts. No experience required, profits large, exclusive territory to right parties. Don't delay writing for FREE catalogue and full information. Doud Lighting Co., 175-G No. Sangamon, Chicago.

GUS ROTHOLZ, agent for Indian and Excelsior. 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2387.

WE'RE LOOKING FOR SOMEONE; perhaps you're the fellow we're looking for, the man who knows a good thing when he sees it. Here's the proposition: All punctures cured; no more flat tires; tire life lengthened 40 per cent.; not a filler—preserves rubber; treatment simple—inexpensive. Extra liberal commission to salesman. Puncture Cure Sales Co., 18 Bridge street, Newark, N. J.

FOR SALE.—Motorcycle and bicycle store, with shop. Good town and rich country. County rights on leading machine. Clean proposition for man with little capital. No junk. Address B44, care MOTORCYCLE ILLUSTRATED.

DEALER'S CARDS, Etc.

A MIDWINTER SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributors, 94 St. Nicholas avenue, New York. Special ! ! ! Luggage carriers to fit only 1918 and 1914 Yale motorcycles, $2.50 cash with order.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogues and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge), Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 203 W. 110th street, New York.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 782 Eighth avenue, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 312 Amsterdam avenue, New York City, Eastern distributor.

DURING the winter months I have special rates for overhauling motorcycles. Bring your machine in now. Ferdie Mercier, 704 Prospect place, Brooklyn.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO. —Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City.

HOW A BUSY MAINE CLUB IS MAKING RECRUITS

Portland Riders on Recent Outing to Orchard Beach. They hold Regular Sunday Runs Throughout the Summer.

By Mrs. Clifford C. Jordan

My husband and I bought a twin Harley-Davidson about the middle of last April and we have ridden it regularly until last month. The roads in this section are far from being in first-class condition and we often have to buck some mighty difficult going. Until the middle of July, when the frost is thoroughly out of the ground, riding is often disagreeable. After this time, however, most of the roads in our section of Maine are in fair condition.

Our scenery is of the finest, and it certainly seems a pity that the roads are not such as to allow more people to enjoy the natural beauties. We have good reasons to believe that our hopes for better roads will be realized in the spring. At present there are about fifty motorcyclists, representing many makes of machines, in Portland. Last summer I managed to get most of them together and we held regular week-end outings.

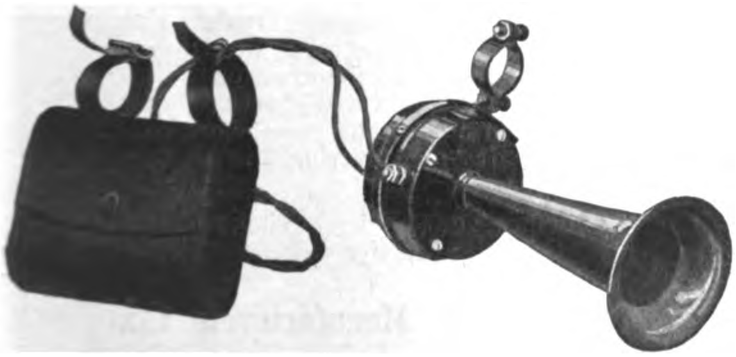
Our first run was to Portsmouth, N. H. This was made in the early spring, and in some places we struck ruts several inches deep and there were numerous spills. The road over which we traveled is the main route into Portland from the New England district, and has been greatly improved since we made that trip.

I have the distinction of being the first woman in Maine to ride a motorcycle, and it was indeed a difficult task to induce others of my sex to take up the sport. Finally, I persuaded Miss Marion Rogers to accompany us on an outing to Kennebunk, and she now is quite enthusiastic about the sport. The run in which she participated was a hoodoo event for the club, and I did not believe that she would be favorably enough impressed to care for a second ride. Although the distance to be covered was only twenty-five miles, it took us fully four hours, owing to numerous punctures. There are now a number of lady riders here, and it is likely that a few more will join the ranks when the 1914 riding season opens.

"Take that Horn Off My Machine and Attach a Schwarze Electric Horn!"

Every rider who sees the SCHWARZE ELECTRIC HORN, hears its loud, clear, distinctive and far-carrying tone, will immediately want to discard his own horn, and attach a SCHWARZE! This sounds like a pretty broad statement, but just try a sample line of SCHWARZE horns, Mr. Dealer, and you'll find what we say is the truth.

WEIGHS A POUND—WORTH ITS WEIGHT IN GOLD



Elegant, compact, up to date, simple and absolutely reliable, the SCHWARZE horn supersedes any warning device on the market today, not only because of its remarkable range, its distinctive tone and its durability, but also because of its remarkably low price.

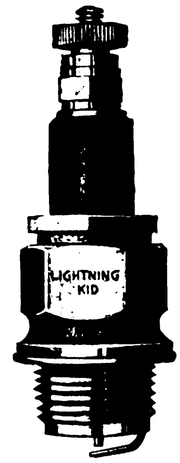
Write us today for full particulars and dealers' terms. The SCHWARZE will be a permanent addition to every dealer's line, for 1914.

SCHWARZE ELECTRIC CO., Adrian, Mich.

Reflex Guarantee *plus*
Reflex "Make-Good"

is the combination that is making more and more Reflex enthusiasts every day. We guarantee Reflex Plugs against defects in material or workmanship. We refund you the full purchase price if you are not satisfied they are THE BEST, after trying them 30 days; your Dealer will hand you back your money right on the spot.

That liberal offer is made to get you started using the Reflex—their service will keep you a customer.



Lightning Kid

REFLEX SPARK PLUGS

BABY REFLEX

Baby Reflex

Baby Reflex and Lightning Kid are made expressly for Motorcycle use—quick, hot sparks—fast work at high speed—free from smut, carbon and all other short-circuiting matter—extra long service.

They have helped win many of the hardest fought races that depended upon perfect ignition.

Play safe on your spark plugs. Buy the Reflex next time; return them after 30 days if not perfectly satisfactory in every way and your Dealer will hand your money right back.

Booklet mailed on request.

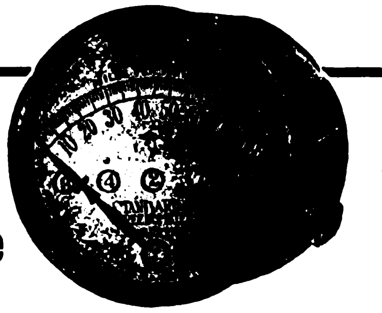
The Reflex Ignition Co., 211 High Ave., Cleveland, O.

Licensed under Canfield patent.

C. A. Bergh, Los Angeles, Cal., Western Sales Agt.

HENDERSON RIDERS: You can have Reflex Torpedo Plugs with either mica or porcelain cores.

A Real Guarantee



STANDARD SPEEDOMETER

"THE INSTRUMENT of PERMANENT ACCURACY"

The Standard Speedometer offers the purchaser more than the ordinary guarantee. In addition to the guarantee of a year's perfect service, the *permanently* accurate and reliable service of the Standard is guaranteed by the fact that eight years of speedometer building experience is behind the STANDARD—that there are more STANDARD speedometers in use among Police Departments than all the other speedometers combined—that the wonderful front wheel drive of the STANDARD cannot be duplicated by any other speed recording instrument on the market.

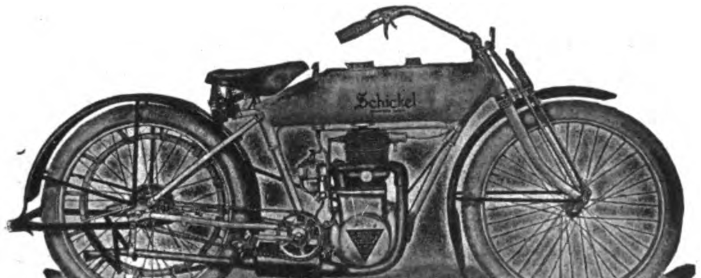
A guarantee such as this should influence you toward writing for our catalogue and learning the rest of the STANDARD story.

Standard Thermometer Co.
65 Shirley St. Boston, Mass.

FOUR STANDARD FEATURES

1. Centrifugal force principle — non-magnetic and immune from all weather conditions.
2. Double fly wheel assuring absolute immovability of indicator needle.
3. The largest pitch hub sprocket of any speedometer drive in the world.
4. Sprocket teeth can never get out of mesh.

Schickel Schickel



SERVICE

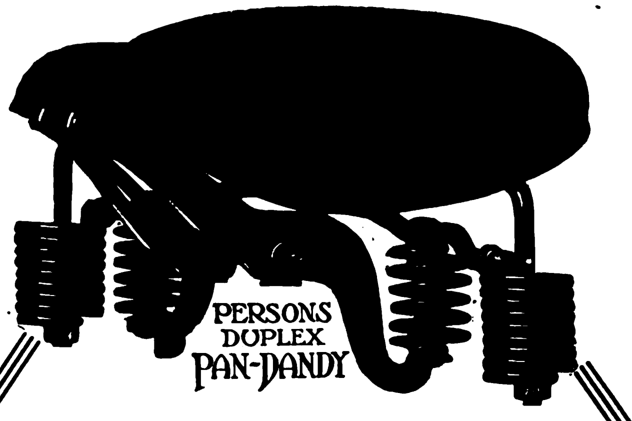
FIRST, LAST and ALL THE TIME

THAT'S WHAT **Schickel** MOTOR CYCLES ARE DESIGNED AND BUILT FOR

IF YOU WANT ABSOLUTE DEPENDABILITY WRITE TODAY, AND LET US TELL YOU ABOUT THE MOTOR WITH OVER THIRTY LESS WEARING PARTS

The Schickel Motor Company
59 GARDEN STREET STAMFORD, CONN.

Schickel Schickel

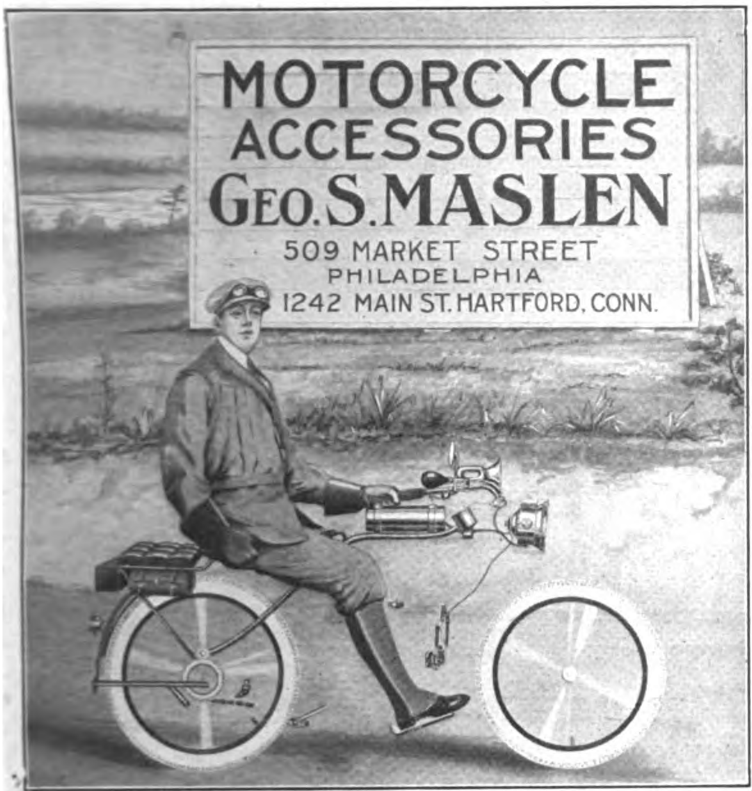


The Saddle of No Regrets

Purchasers of Persons' Duplex Pan Dandy never regret their investment. There is more comfort to the square inch of seating surface in this superior motor seat than in any saddle ever before constructed. It "puts a crimp" in all saddle soreness.

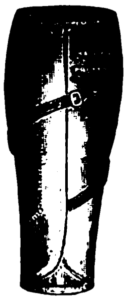
Convince yourself by buying and trying. Or write first for catalog.

The Persons Manufacturing Co.
Worcester, Mass.



MOTORCYCLE ACCESSORIES
GEO. S. MASLEN
509 MARKET STREET
PHILADELPHIA
1242 MAIN ST. HARTFORD, CONN.

Everything for the Motorcycle and Rider
1914 Catalogue Sent on Request
Try Our FREE DELIVERY Proposition



Pat. Applied For

Quick As A Wink

That describes the time taken to put on and take off our newest legging.

NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

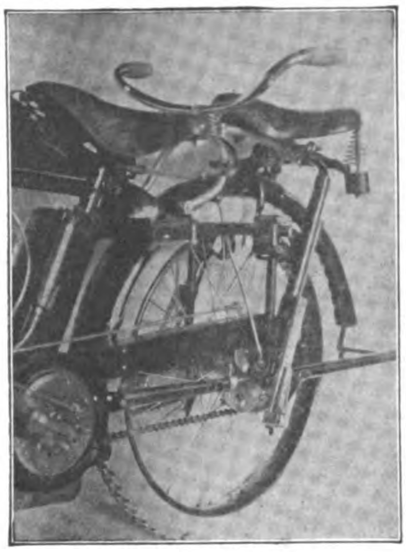
Just out—selling fast already.

NATHAN NOVELTY MFG. CO.
88A Reade St., N. Y.

TRY THE MART

FOR QUICK ACTION
FOR BUYING OR SELLING
A MOTORCYCLE

One time, 3 cents a word; two or more times, 2 cents a word.



Mueller Tandem

Attachment for 1914 Indians

None can deny that the very appearance of the Mueller Tandem attachment is indicative of sturdy strength, comfort and "class." And your eyes do not deceive you. There is positively no device on the market that has half the comfort, convenience and strength of the Mueller Tandem attachment. It has absolutely all the comfort of the motorcycle saddle itself. There is nothing about the Mueller Tandem attachment to get out of order. Absence of complicated parts is the rule. Note the strong simplicity of the models shown here.

Riders!

You MUST learn more about the Mueller Tandem attachment before you are a day older. You cannot afford to be without this "extra motorcycle." You must straddle a Mueller Tandem attachment to appreciate what true comfort means. Get our catalog today.

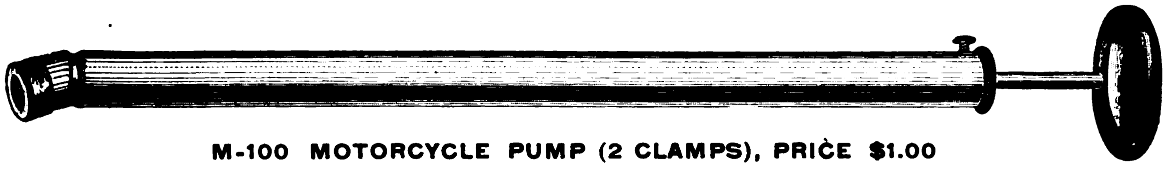
Dealers!

If any line you are handling today is not as lively as you would wish, it is up to you to get rid of it and stock only live lines. A careful reading of our catalog, copy of which will be sent you upon request, will convince you of the desirability of stocking the MUELLER TANDEM ATTACHMENT.

L. J. Mueller
307 Woodland Ave.
CLEVELAND, OHIO

A GOOD PUMP AT LAST!!

AUSTIN PATENTED Motorcycle and Bicycle PUMP



1-3 Actual Size

M-100 MOTORCYCLE PUMP (2 CLAMPS), PRICE $1.00

NO TUBE CONNECTION

NO LEAKY JOINTS

1-3 Actual Size

B-20 BICYCLE PUMP (1 CLAMP), PRICE $.50

HARDER TIRES in LESS TIME with LESS LABOR

Always Reliable Powerful Durable Instantly Attached Well Made Carefully Inspected

MANUFACTURED BY

HOMER F. LIVERMORE, 85-87 Pearl Street, Boston, Mass.

THE FLYING MERKEL

For 1914

MODELS AND PRICES:

Model 440—4 H. P., Belt Drive, Single Cylinder -	$210.00
Model 441—4 H. P., Chain Drive, Single Cylinder -	$210.00
Model 470—7 H. P., Belt Drive, Twin Cylinder -	$225.00
Model 471—7 H. P., Chain Drive, Twin Cylinder -	$225.00
Model 473—7 H. P., Self-Starting, "Yellow Jacket" Model,	$290.00

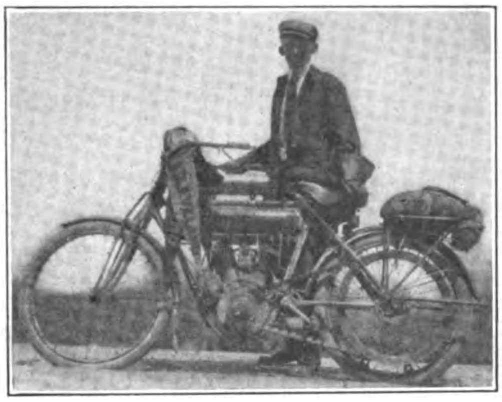
IMMEDIATE DELIVERIES OF GENUINE GUARANTEED 1914 MODELS IN CARLOAD LOTS OR LESS

Write for Territory Today

THE MIAMI CYCLE & MFG. CO.
300 Hanover Street, MIDDLETOWN, OHIO, U. S. A.
New England Distributing Warehouse, 315 Dwight St., Springfield, Mass.

27,000 Miles with Spartan!

Fred Karl of Canal Dover, O., has ridden the Flying Merkel shown here for 40,000 miles. His first Spartan Belt lasted him for 13,000 miles. To-day, after 27,000 miles of the hardest kind of service, the second Spartan Belt is still in service and giving absolute satisfaction.



There's economy and durability of belt performance for you! What other make or type of transmission can duplicate this feat?

But this is a usual occurrence with SPARTAN BELTS. Day in and day out service of the steady, reliable, unassuming kind—service that can always be depended upon to "pull you through". That is the kind of service given by

Spartan Belts

Economical—Efficient—Durable—Comfortable

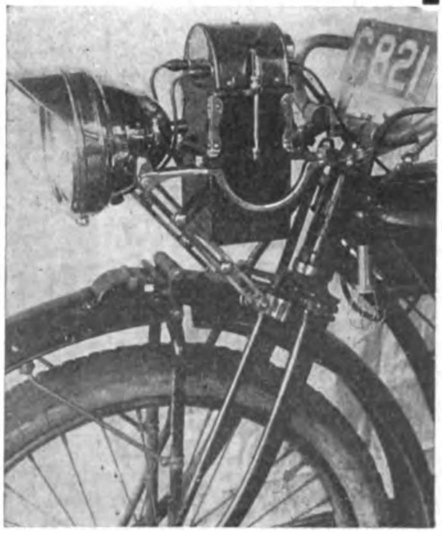
Our new Belting Manual is just off the press. It is the most complete and authoritative analysis of the belt transmission question ever written. FREE to anyone sending his name and address.

Graton & Knight Mfg. Co.
WORCESTER, MASS.

"Take a Hand in the Game"

You'll hold nothing but "straights," "royal flushes," "full houses"—if you let the House of Hawthorne deal your hand. "Old Sol" Gas and Electric Lamps make the dealers' lamp game a winning one "four ways from the jack." Especially is this true of the

"Old Sol" Electric Lighting Outfit



the latest arrival in the "Old Sol" tribe. And it's distinctly a 1914 product—reflecting in every curve the up-to-the-minute methods of "Old Sol." Comprising a two-bulb headlight (twice as powerful as "Old Sol" No. 8, the "Big Gun" of the motorcycle game), a non-short-circuit battery and a tail-light all controlled by a four-way switch, "Old Sol" is by far

The Simplest, Strongest, Handsomest and Most Efficient Electric Lighting Outfit in the World.

The tremendous rush of orders from all parts of the country does not catch us napping —we built for popularity and when it came, as was expected, we were ready. We can make prompt deliveries.

Write for further particulars and prices in quantity.

HAWTHORNE MFG. CO., Inc., 38A Spruce St., Bridgeport, Conn.

Start The New Year With A Wetprufe Belt

Buy a Wetprufe motorcycle belt for 1914—and then *forget it.*

You *can* forget transmission problems with a Wetprufe. For you'll *have none.*

Wetprufe belts are water-proof, weather-proof and trouble-proof. They're *guaranteed*—flat or "V."

Wetprufe "V" belts grip like a chain and "give" just enough to relieve the strain on your motor.

Start the season right. Demand a Wetprufe.

Your dealer can supply you with a Wetprufe.
Ask us for booklet Wetprufe "Specialties."

HIDE, LEATHER & BELTING CO.
227 S. MERIDIAN ST., INDIANAPOLIS, IND.

H. T. ROBERTS, Selling Agent,
Railway Exchange Bldg., Chicago.

DON'T GUESS

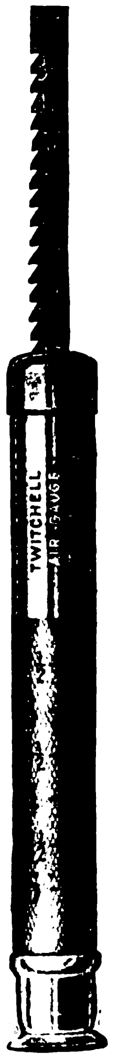
TIRES inflated to forty pounds look and feel exactly like tires containing eighty. The only way to tell the air pressure in your tires is by means of a

NEW POSITIVE LOCK-STOP

TWITCHELL

AIR GAUGE

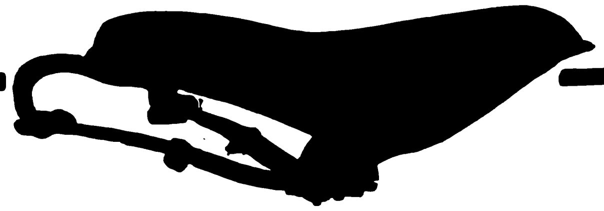
Insist upon getting the NEW Twitchell. It possesses a positive lock-stop feature that renders absolutely impossible the registration of any but the exact air pressure in your tires. This construction permits the use of the gauge no matter in what position the tire valve rests. You no longer have to turn the wheel around until the valve is at the bottom. Another improvement to be found in the NEW Twitchell is the lengthened base which permits of an airtight connection being made with the valve no matter how small the space between the rim and hub. The NEW Twitchell is accurate, simple, durable, easily applied and easily read.



PRICE ONE DOLLAR

TWITCHELL GAUGE CO.

1210 MICHIGAN AVENUE, CHICAGO



Superba "Auto Cushion"

Here's the Most Popular Saddle Made

The Superba "Auto Cushion" will be seen on 60,000 Indians during 1914, as well as on several of the other leading makes. Is not that a strong proof of the superiority of the

MESINGER SUPERBA
Leaf Spring Motorcycle Saddle

"Velvet Cushion Comfort—Steel Bridge Strength"—that is a terse description of Mesinger saddles. With their broad, roomy, comfortable, shape-retaining seats, and the unbeatable leaf springs that absorb every particle of shock before it reaches the rider, Mesinger saddles are the fitting seats for the leading motorcycles of America.

"Ask the Rider and Watch Him Riding."

H. & F. Mesinger Mfg. Co.
144th Street, Austin Place, N. Y.

IGNITION
and
SPARK
PLUG
TALK

Let us send you a free booklet that answers every question about ignition systems and spark plugs. It tells, simply, how magnetos operate; how to time the spark; charge storage batteries; adjust vibrators; and choose spark plugs so as to get every bit of power out of your motor; and it costs you nothing except a post card requesting it. Shall we send a copy by return mail?

JEFFERY-DEWITT CO. DETROIT, MICH.

SPARK PLUGS

JEFFERY-DEWITT CO.
55 Butler Ave., Detroit, Mich.

"The Wind Splitter"
Majestic Mnf'g Company
Worcester, Mass.

Price $75.00

EXPERIENCE PLUS EQUIPMENT

DON'T FORGET THE GIRL

Majestic Side Cars
Majestic Mfg. Co.
Worcester,
Mass.

STANDARD CANOE MODEL
Price $50.00

HIGHEST QUALITY AT LOWEST PRICES

Let us "SHOW" you

Majestic Mfg. Co. **WORCESTER MASS.**

MOTT RIMS

MOTT RIMS are made in a plant devoted exclusively to the manufacture of steel rims—and NOTHING ELSE. The degree of attention paid to smallest details, the remarkable efficiency of its mechanics, the high quality of raw materials employed—these are the things that tend to make MOTT RIMS what they are—powerful, durable, elastic and light.

It is a significant fact that while the number of breakages to various other parts of motorcycle construction in endurance runs and reliability tests is legion, breakage of rims is almost unheard of—because the majority of motorcycle manufacturers wisely equip with

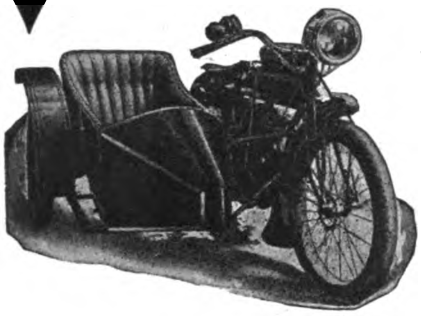
Mott Steel Rims

The Clincher Automobile Tire Manufacturers' Association, comprising all the reputable tire manufacturers in the United States, demand that all rims on which their tires are guaranteed must bear the stamp of the association. Every MOTT RIM bears this stamp on the REG. U. S. PAT. OFF. seat of rim. Look for it.

WE are prepared to figure on 1914 requirements NOW.

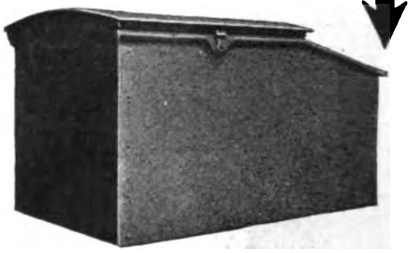
Mott Wheel Works, Utica, N. Y.

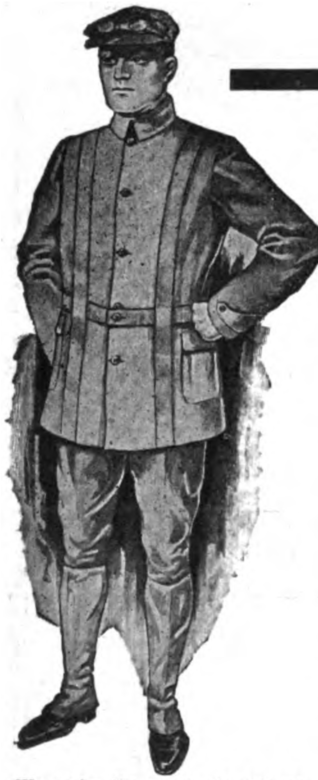
DEALERS!—*We Believe in the Baxter Sidecar*
Here's How We Prove It!



We will ship, prepaid, upon request, a Baxter Sidecar or delivery Van! Try it for ten days. If it does not live up to EVERY ONE of our claims, send it back and the incident is closed. How about it? Write for particulars.

BAXTER SIDECAR CO.
119 Broadway Cambridge, Mass.





We make the F. A. M. Official Uniform.

A Suitable Question

If a manufacturer's goods were not excellent in value and he was losing trade thereby would he go to the expense of putting up an addition to his factory, install new machinery and hire extra help? No—of course not.

Because of the largely increased demand for the popular

LOEWENBERG LINE of MOTORCYCLE CLOTHING

we have made extensive arrangements for increasing our manufacturing facilities. Prompt deliveries are assured. The Loewenberg Line of Women's and Men's Motorcycle Clothing of EVRDRI, Government Khaki, Fustian, Corduroy, Moleskin and Priestley Rosebery, fashioned in Norfolk, Double Breasted and F. A. M. styles is most complete—They're the suits that suit.

WRITE FOR CATALOG.
THE LOEWENBERG COMPANY
58 COLDEN ST., NEWARK, N. J.

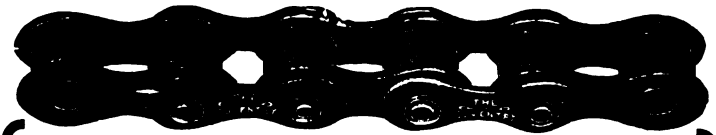
Motorcycle Tours in the United States

Accurate maps of over three hundred and fifty tours through every state in the Union. Tours from 50 to 500 miles in length. Concise descriptions of road conditions, striking illustrations of scenic splendors in every part of America.

A truly practical and reliable volume in every respect.

15c a Copy

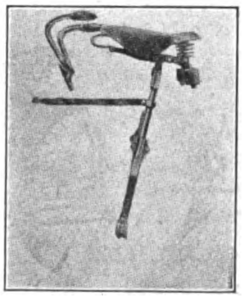
Motorcycle Illustrated
51 Chambers St., N. Y.



Have You Received Your Copy Of "The Coventry" Catalog?

It's a handsome, snappy, interesting book that covers the chain situation from every angle. It teaches things—and you should have a copy. Do you want it? It's absolutely free. Send a postal today.

Herbert F. L. Funke Co., Inc.
112 Broad St., New York, N. Y.
Southern Distributors—Johnson & Meyer, Memphis, Tenn.



Quick Detachable for Indian.

YOU'LL SAY THE SAME

too, after once riding on

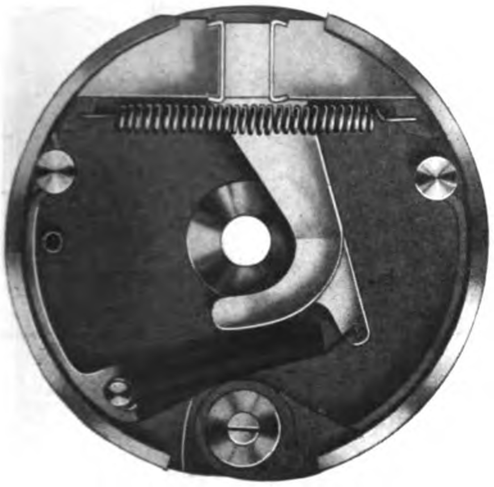
The "E & C" Spring Tandem Attachment

Mrs. "C. A. C." has covered probably more miles tandem riding than any other lady in the vicinity of Philadelphia. She writes:

"The 'E & C', in my opinion, is the best Tandem I have ever ridden on. I have ridden two others, and neither compares in the least with the 'E & C.' Bad roads have no terrors for me when I am astride an 'E & C' tandem. It is always easy and comfortable."

THE E & C MFG. CO., 1716 Ludlow St., Phila., Pa.

AUTO-TYPE—AUTO STRONG



1914 New Departure Motorcycle Coaster Brake

The illustration shows the interior of the "400" per cent. New Departure Motorcycle Coaster Brake—400 per cent. "efficient, strong, reliable."

This is the Auto-type brake with every part built of the finest materials and of proven indestructibility. It cannot wind, bind or lock. It responds instantly to all degrees of back-pedalling pressure, retarding the speed of the machine gradually or instantly, as the rider wills.

Made for both belt and chain-driven machines and with attachment for operating from the foot-board where pedals are not used.

Absolutely the last word in an important motorcycle accessory. Full descriptive literature on request.

THE NEW DEPARTURE MFG. CO. - Bristol, Conn.

SOLAR QUALITY is a matter of Tradition

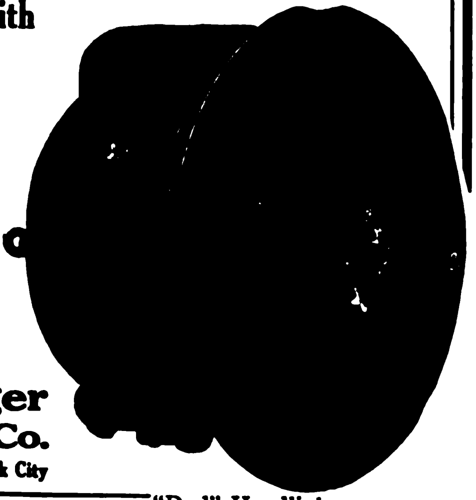
All other lamps are measured by the SOLAR standard. An honorable record of 18 years of quality motor lamp building experience is incorporated in each SOLAR Lamp. Every SOLAR lamp must pass a high test—every SOLAR lamp that does not pass 100% perfect is "scrapped."

SOLARS

"The Lamps with a Pedigree"

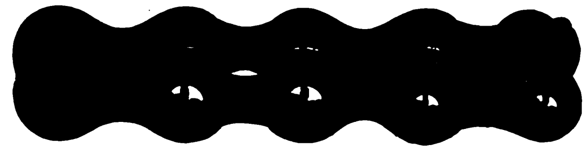
That is why every SOLAR equipped rider is a SOLAR booster. SOLAR lamps originated the "double-ray" light, by which both the sides of the road and the path ahead are brilliantly illuminated. Every correct lighting method on the market today found its origin with SOLARS.

Write for complete information and dealers' terms TODAY.



"Dad" Headlight

The Badger Brass Mfg. Co.
Kenosha, Wis., or New York City



CHAINS FOR WINTER

Winter weather is a real chain test not only on account of the low temperature, but because of the likelihood of interference by particles of ice thrown from the wheels.

Diamond Motor Cycle Chains

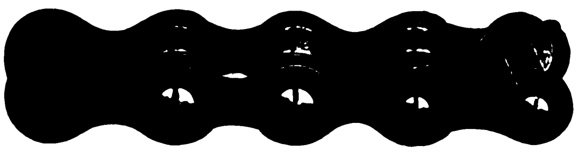
Are dependable in all kinds of weather. They have the strength to withstand effects of cold and the correct hardness to overcome all reasonable interference.

For sale everywhere

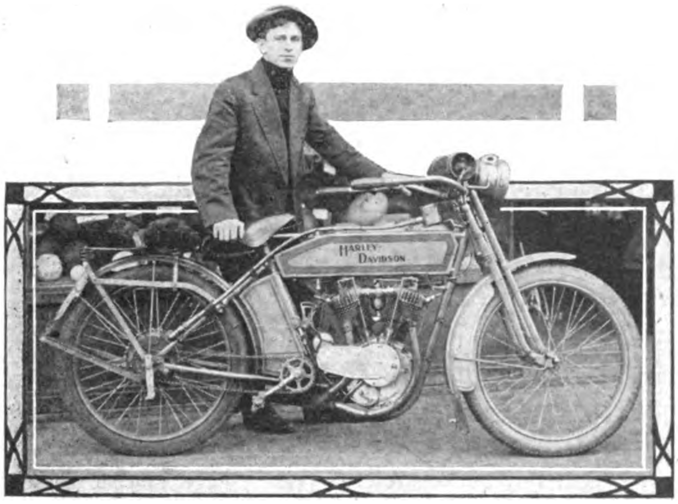
TRADE ◇ MARK

Diamond Chain & Mfg. Company
Indianapolis, Indiana

Capacity 8,000,000 feet per year



EMPIRE TIRES



MR. HANS JACOBSON, Lincoln, Nebr.

Lincoln, Nebr., 12/18/13.

Empire Rubber & Tire Co.,
1627 Michigan Avenue,
Chicago, Ill.

Gentlemen:—

On June 2nd of this year I purchased from the Lawlor Cycle Co., a Harley 8 H. P. twin cylinder Motorcycle equipped with your tires.

I have since ridden this machine over 3,000 miles, mostly on country roads, and have used it on the race track six or seven times; all of this service with but one puncture. My tires are in good shape today.

I have been a rider for five years and Empire Tires have given me the best service I have ever had.

Yours very truly,
HANS JACOBSON.

EMPIRE RUBBER & TIRE COMPANY

Factories: TRENTON, NEW JERSEY

ELLIS CHAIN DRESSING

FOR ALL TYPES OF ROLLER CHAINS

Mr. Rider:—

Did you ever stop to think about that roller chain that transmits the power to take you up hill and through sand? That chain is put to more strain than any other part of the machine, so naturally, it should have care. A belt transmission must be taken care of or the life is short; the same applies to chains. If a chain is never oiled the rollers soon stick and it is but a short time until the sprockets are worn out and the chain stretched beyond usage, and yet if oil is put on the chain it will collect dust, which soon grinds out the sprockets and rollers. The Ellis Chain Dressing overcomes all the above troubles; chains after being dressed with it run practically dead quiet and with the smoothness of a belt drive. The dressing will not collect dust, and a chain needs to be dressed only every seven or eight hundred miles. By actual tests it has lengthened the life of chains 40%. One-half pound retails for thirty-five cents and will dress a chain fifteen to twenty times. For a short time we will send one-half pound to any address upon receipt of the above price.

Dealers, ask your jobber; if he can't supply you write us.

Jobbers, if you are looking for a live article we have it.

Ellis Chain Dressing Co.

123 N. Lawrence Wichita, Kans.

Modern Electrics & Mechanics

"The Magazine That Is Different"

You should take at least one non-technical magazine and keep up-to-date on the new wonders and advances in electricity and mechanics.

Modern Electrics & Mechanics illustrates and describes these subjects in a style that you will easily understand and enjoy. It contains from 128 to 160 pages monthly and is full of instructive and valuable articles on how to make things at home and answers your questions free. 15 cents per copy on newsstands, $1.50 per year by subscription.

To acquaint new readers with this distinctive magazine we will send a 3 months' trial subscription for 25 cents, stamps or coin.

Can you think of a better investment for a quarter? Better send today.

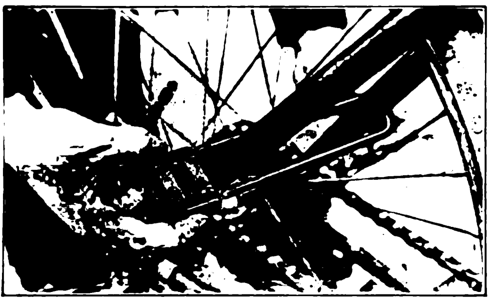
Modern Electrics & Mechanics

281 Fulton St. New York

Waterbury Motorcycle Lock

The only lock which cannot be forced, picked, or pried open. Made of solid brass and steel. You can't break it with a fifty-pound sledge-hammer.

Easy To Use



Easy To Carry

Your local dealer should carry the Waterbury lock. If he doesn't, send us his name and 75c. and we'll send a lock to you prepaid.

DEALERS—GET OUR 1914 PRICES

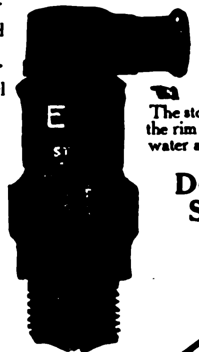
WATERBURY HARDWARE CO. 414 BROADWAY NEW YORK

The Spark Plug for You is the

WEATHER-PROOF

HERZ PLUG

"Bougie Mercedes"


Protected terminal
Swivel joint
The stone with the rim that sheds water and slush
E

BLUE ENAMEL

DOUBLE STONE

Never needs to be taken out

Never needs to be adjusted

Never needs to be cleaned

Never carbonizes or "Soots up"

A Wonderful Creation of Stone and Steel

Packed in a neat metal box—very handy for small parts

Guaranteed a Year

Insist upon HERZ PLUG on your motorcycle

Ask your dealer

HERZ & CO., New York — Makers of HERZ MAGNETO

For Live Dealers Only

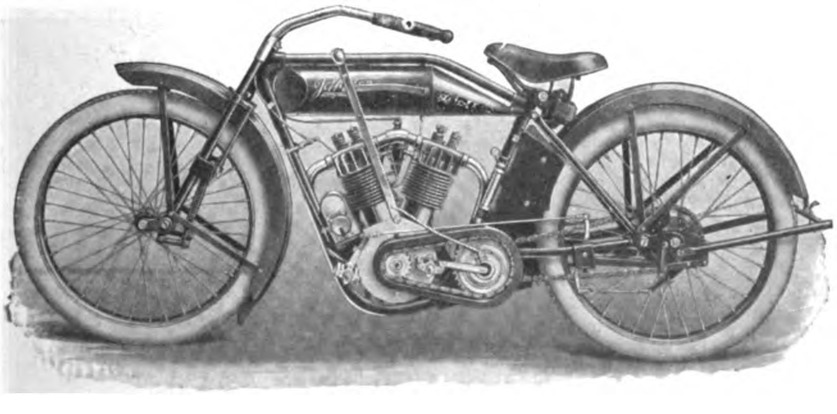
This advertisement is for the live, alert, clear-thinking dealer ONLY. We don't want to have anything to do with the man whose lines of thought are so narrow that he cannot exercise a little forethought in the selection of a motorcycle. To the thoughtful, far-sighted dealer, whose fingers are on the pulse of the motorcycle market, we offer the

JEFFERSON

Such a dealer will instantly see that the Jefferson meets EVERY demand of the present-day rider. He notes its beauty, its lightness, its low riding position, its simplicity, its silence, its wonderful leaf-spring comfort and says "Here's the machine I can PUSH."

If you qualify, write for further particulars and learn some "reasons why."

Waverley Mfg. Co.



Jefferson Wis.

The Valve Problem

Each of these valves has been made in response to the demands of different engineers.

We will make test samples from these or any other materials for any motor manufacturer who has a valve problem to solve.

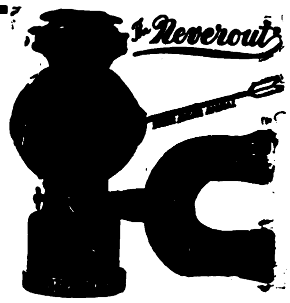
Cast Iron Seat Valve
The first valve to give satisfaction in motorcycles.

Tungsten Steel Head Valve
There are special advantages for you in our tungsten steel valves.

E. W. P. Alloy Valves
A special alloy developed in our own laboratories.

Nickel Steel Head Valve
The head is made integral with the stem.

The Electric Welding Products Co., CLEVELAND OHIO



Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout
TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made Only by **ROSE MANUFACTURING COMPANY**
933 ARCH STREET, PHILADELPHIA, U. S. A.

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

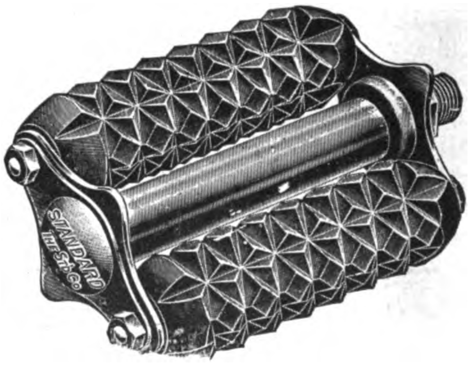
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



NO. 3 MCTOR CYCLE PEDAL

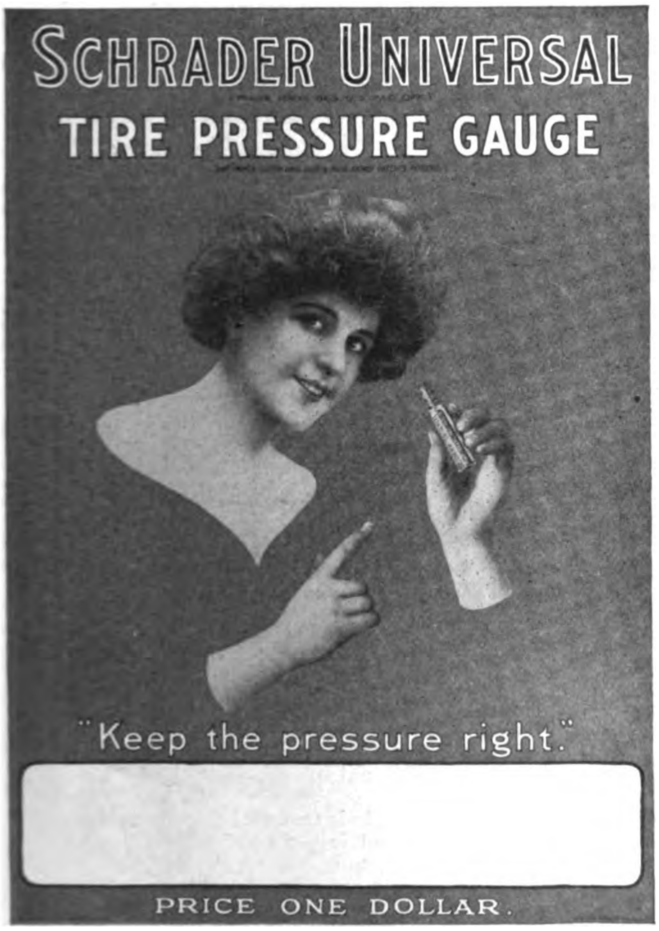
The Standard Co.
Torrington, Conn.

This Attractive Poster In Eight Colors

with an inflation table, showing the air pressure recommended by fifty-two tire manufacturers, will be

Sent Free

to all jobbers, dealers and garages making formal request for same before February 15th.


SCHRADER UNIVERSAL
TIRE PRESSURE GAUGE
"Keep the pressure right."
PRICE ONE DOLLAR.

Address, stating the number desired, to Dept. F.

A. Schrader's Son, Inc.
789 Atlantic Avenue Brooklyn, N. Y.

Insist Upon Genuine Mosler Motorcycle Plugs

Made especially to meet the requirements of all Air Cooled Engines.

Made to stand profuse oil and vibration.

Made to fit any engine; any thread.

Made good enough for aeroplanes.

It is worth a trial.

Used by the leading manufacturers.
For sale by all jobbers and dealers.

A. R. MOSLER & CO.
P. O. Box "M" Mt. Vernon, N. Y.

Frame Parts
Rims
Pulley Rims
Mud Guards

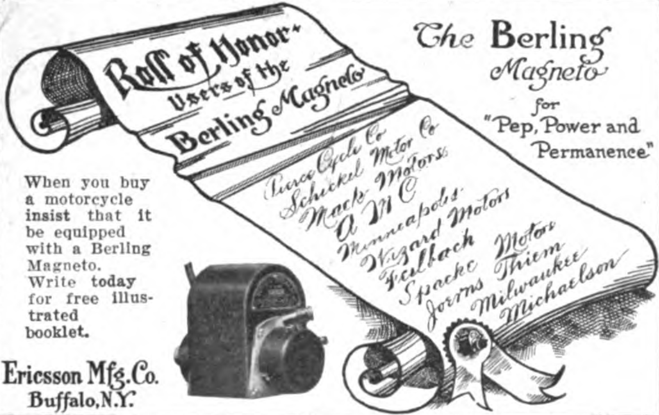
As pioneers in the production of these articles we have acquired a reputation for high quality that becomes an asset to all who use our products.

Our frame parts are made from individual blue prints only and we use in their construction only the finest quality of

"Standard Steel Tubing"

THE LIGHTEST, STRONGEST, SMOOTHEST STEEL TUBING MADE

THE STANDARD WELDING COMPANY
CLEVELAND, O.
OFFICES IN
New York Chicago Detroit



The Berling Magneto for "Pep, Power and Permanence"

When you buy a motorcycle insist that it be equipped with a Berling Magneto. Write today for free illustrated booklet.

Ericsson Mfg. Co.
Buffalo, N.Y.

The F-N Back Rest

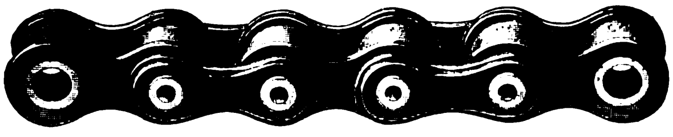
gives you comfort and pleasure. Looks swell; just completes your motorcycle. Our catalog will give you full information.

Luxury at Small Cost

IT'S FREE!

Fentress-Newton Mfg. Co.
253-255
Lafayette Blvd.
DETROIT, MICH.

F. N. Back Rest
$2.50



"Duckworth"

Stands for Service and Quality

Insist on Duckworth Chains

DUCKWORTH CHAIN & MFG. COMPANY
SPRINGFIELD, MASS.

VISCO MOTORCYCLE OILS

Solve the Lubrication Problem

Nothing is more worthy of the rider's careful thought and investigation than the selection of the proper oil for his motor.

The wrong grade of oil sounds the death knell of a motor's efficiency.

Visco Oils are RIGHT for your motor. They remove every last trace of "grind" and "sweeten" its action until it runs like a sewing machine. If your motor is noisy and sluggish, give it a dose of Visco and watch the result.

Write us for authentic oil data. It means dollars and cents to you.

The Visco Motor Oil Co., Cleveland, Ohio

Buy Your Aermore Exhaust Horn Now

What's the use in putting off the purchase of your Aermore Exhaust Horn? Sooner or later you will feel the need of this most superior warning. As you go along you will realize the inefficiency of your present warning device. So, why delay? The Aermore costs no more than complicated, easy-to-get-out-of-order devices. Go to your dealer today and tell him you want to hear

The Aermore Exhaust Horn

That's all—just hear it. There's a surprise in store for you who have heard of the Aermore but have never heard its pleasant music. The Aermore can't clog—can't get out of order. Produces a clear, penetrating note that can be heard a long distance, or a low, musical tone that warns but does not frighten. This is a great feature of the Aermore. The first low cost is the final cost. Furnished with all necessary equipment.

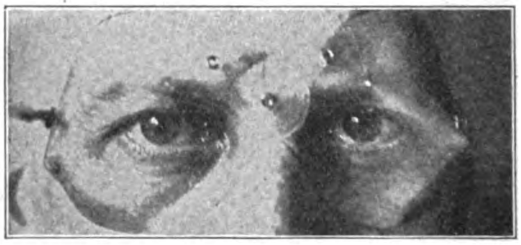
ASK FOR BOOKLET

Write us today for new prices. Liberal discounts to dealers and jobbers. Address Dept. A.

PRICE
$5.50

Patented:
Jan. 23, 1912.
Aug. 20, 1912.

The Fulton Company
Milwaukee Wisconsin



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The George Goggle is the Sensible Eye-Shield

It is the lightest goggle in the world. You can hardly feel it on your face.

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YOUR motorcycle will develop MORE power and speed if given an oil providing perfect lubrication and compression. Oils made for use in automobile, motor boat, aeroplane and similar motors won't do. Insure perfect satisfaction by using an oil refined particularly for the motorcycle—

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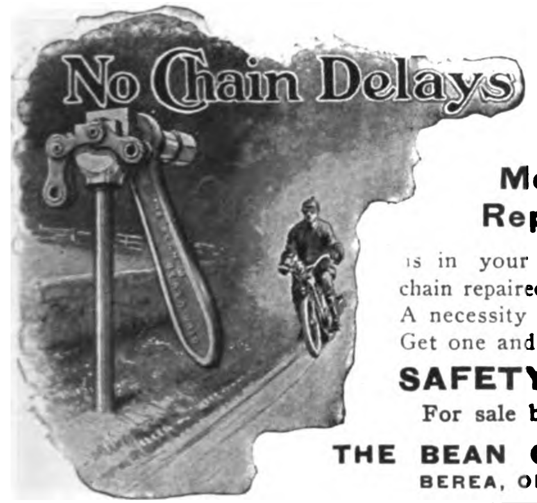

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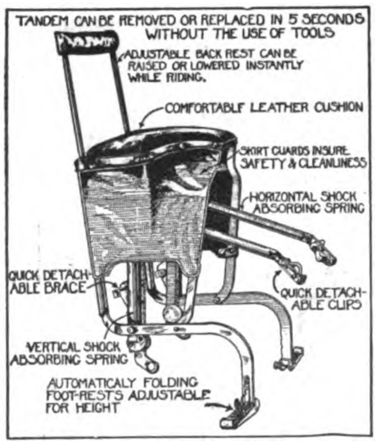
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Patented

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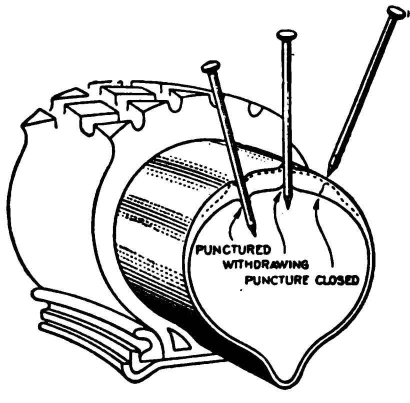

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Punctures are self-closing by reason of a scientific but simple principle of construction.

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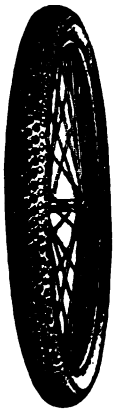

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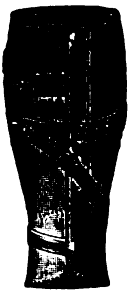

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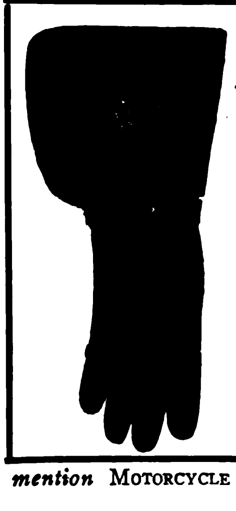

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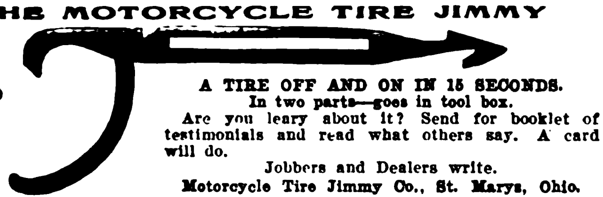

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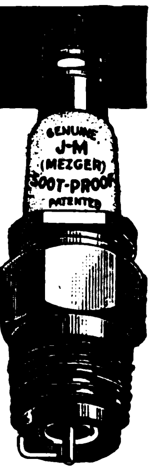

No soot—so will not short-circuit. Porcelain insulation becomes so hot at tip end when plug sparks that soot is burned up instantly.
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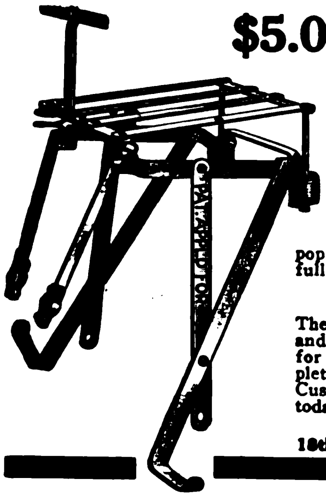

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They are made of the finest materials. Jobbers and dealers not yet supplied should write today for our new 1913 proposition. We make a complete line of Combination Carriers and Seats, Cushions, Extension Nuts, etc. Riders, write us today.
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Two or three dry cells furnish enough current.
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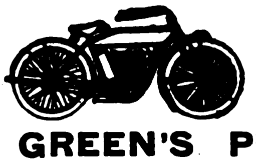

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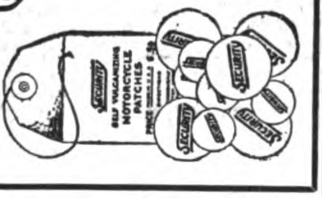

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by regrinding your cylinder and fitting new piston and ground rings, which is our specialty. Our regular $15 guaranteed job, only $10.50 for the next 30 days. Send your cylinder NOW.

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SPECIALTIES
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Works Perfectly When Throttled Down to 280 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
All air ports have been enlarged.
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Send for free catalog. Our Engine Trouble Text Book, 54 pages, will be mailed for 10 cents.

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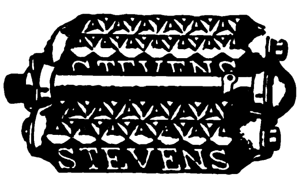

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Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or

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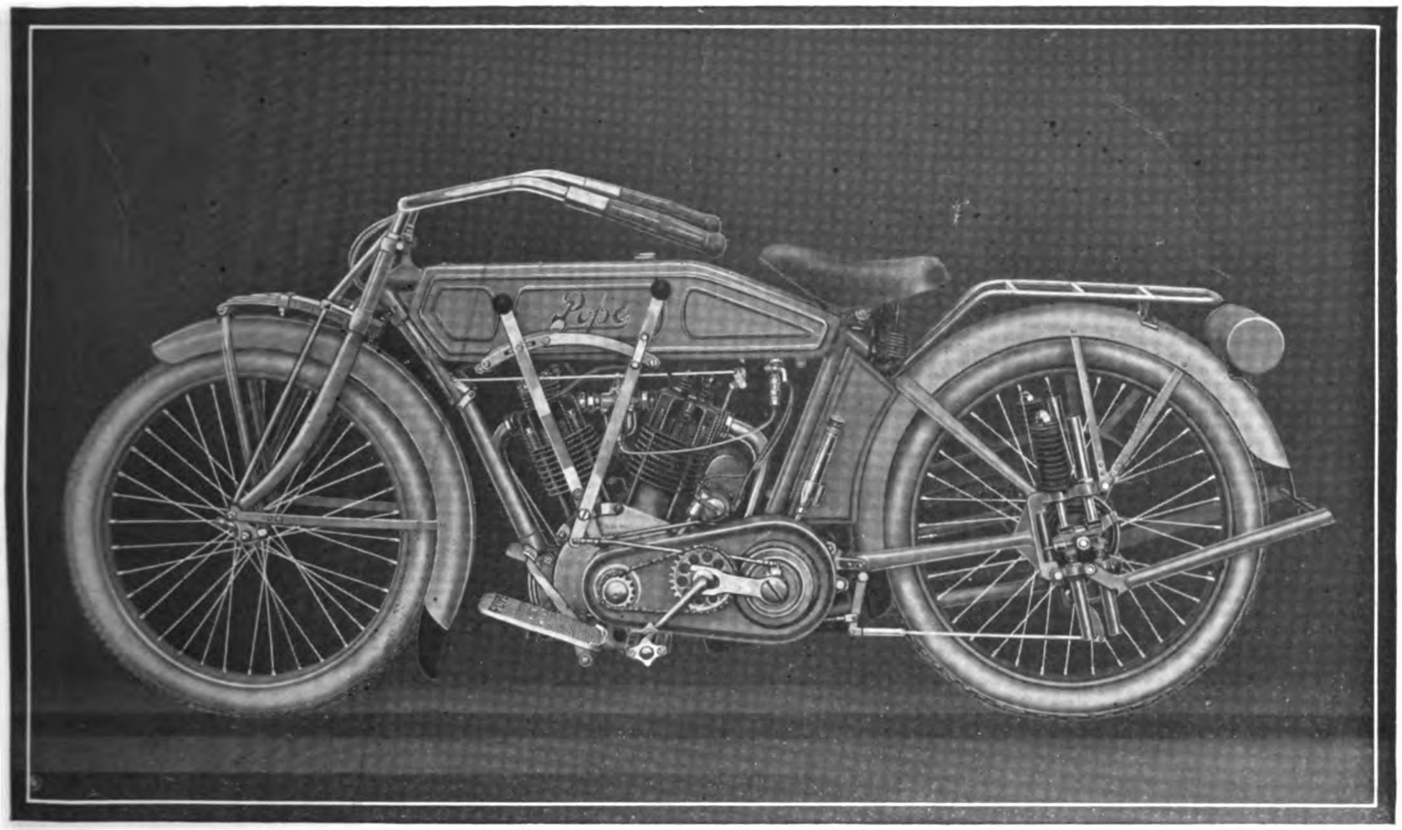
Pulling power of Pope stock Two-Wheelers is shown

On Steep Grade Test



(From Sacramento Union, Friday, January 16th.)

In the course of the trip for demonstration, the Dublin grade between Livermore and Oakland was pulled with two men in the sidecar, one driving and one riding tandem, making a total of four human bodies and an addition of about 550 pounds. The roads at the foot of the grade were so cut up by the Automobiles using skid chains it was impossible to get a running start from a standstill at the bottom of the grade. This is said to be about a 26 degree grade. Not only did the stock Pope machines used in the test pull the Dublin grade but they also made all of the hills on the trip with ease.

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**THEY CANNOT PASS YOU ON THE ROAD
NOR BEAT YOU ON A HILL IF YOU RIDE A POPE**

THE REASON WHY

15.4 HORSE POWER FROM THE ENGINE GIVES
13.9 HORSE POWER AT THE REAR WHEEL.

Models for all uses—$150, $200, $215, $250, $285.

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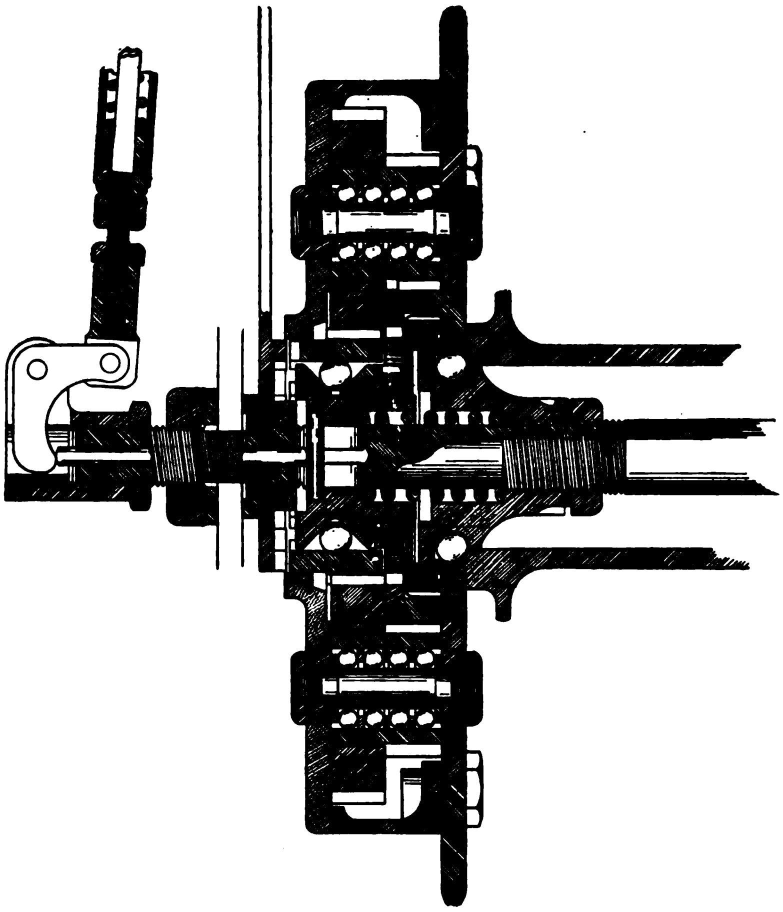

40% Gear Reduction—66% of Direct Drive on Low—Absolutely Positive on High—Low Gear Offers Sustained Power and Tremendously Increased Pulling Capacity on the Steepest Hill. The Result of Ten Years' Experimenting.

Write for Details

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IN THIS ISSUE:

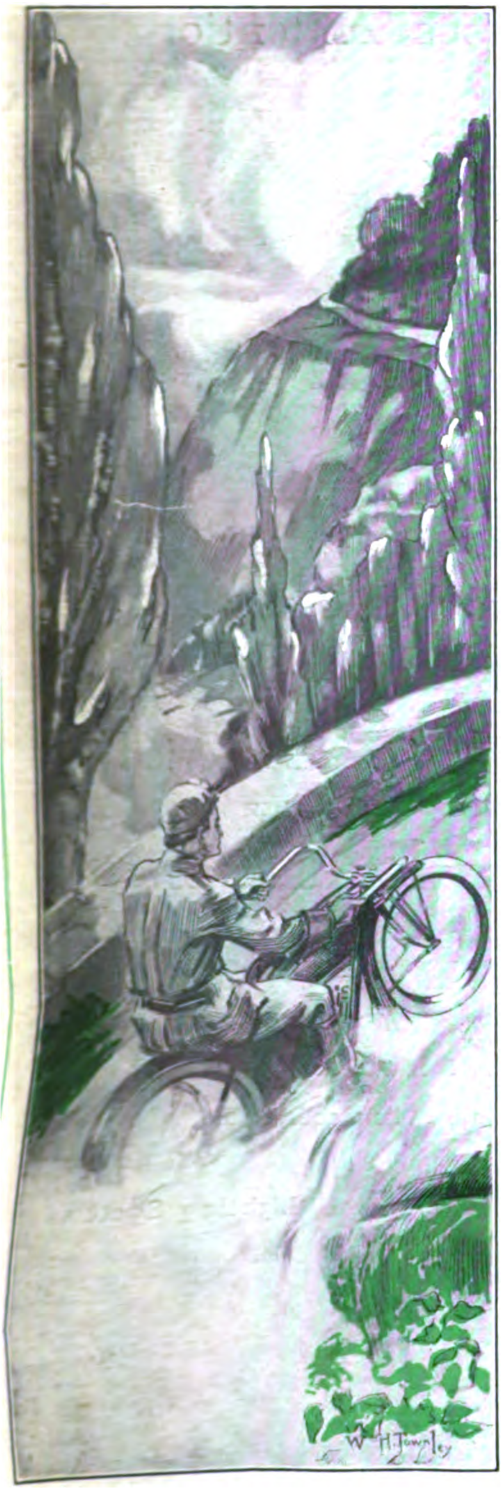
Answering the Call of The Wild By Sidecar.

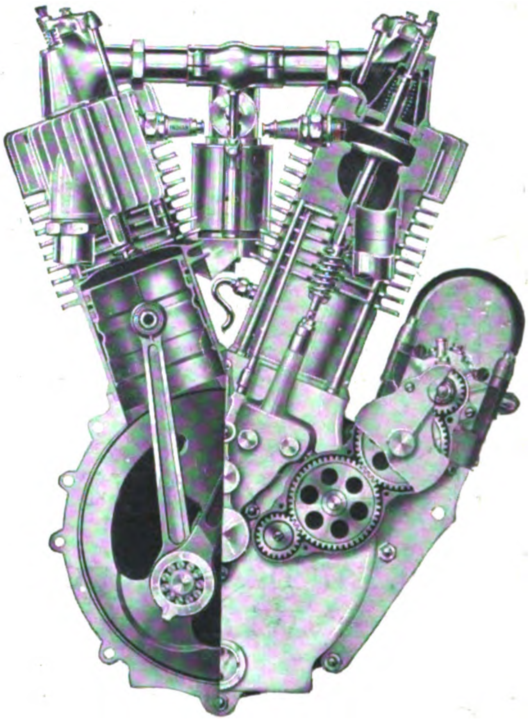
An Article with the Crisp Breath of the Hills in it.

MOTORCYCLE ILLUSTRATED

Issued every other Thursday by the Motorcycle Pub. Co.
51 Chambers Street, New York

FIRST FEBRUARY NUMBER
THURSDAY, FEBRUARY 5, 1914





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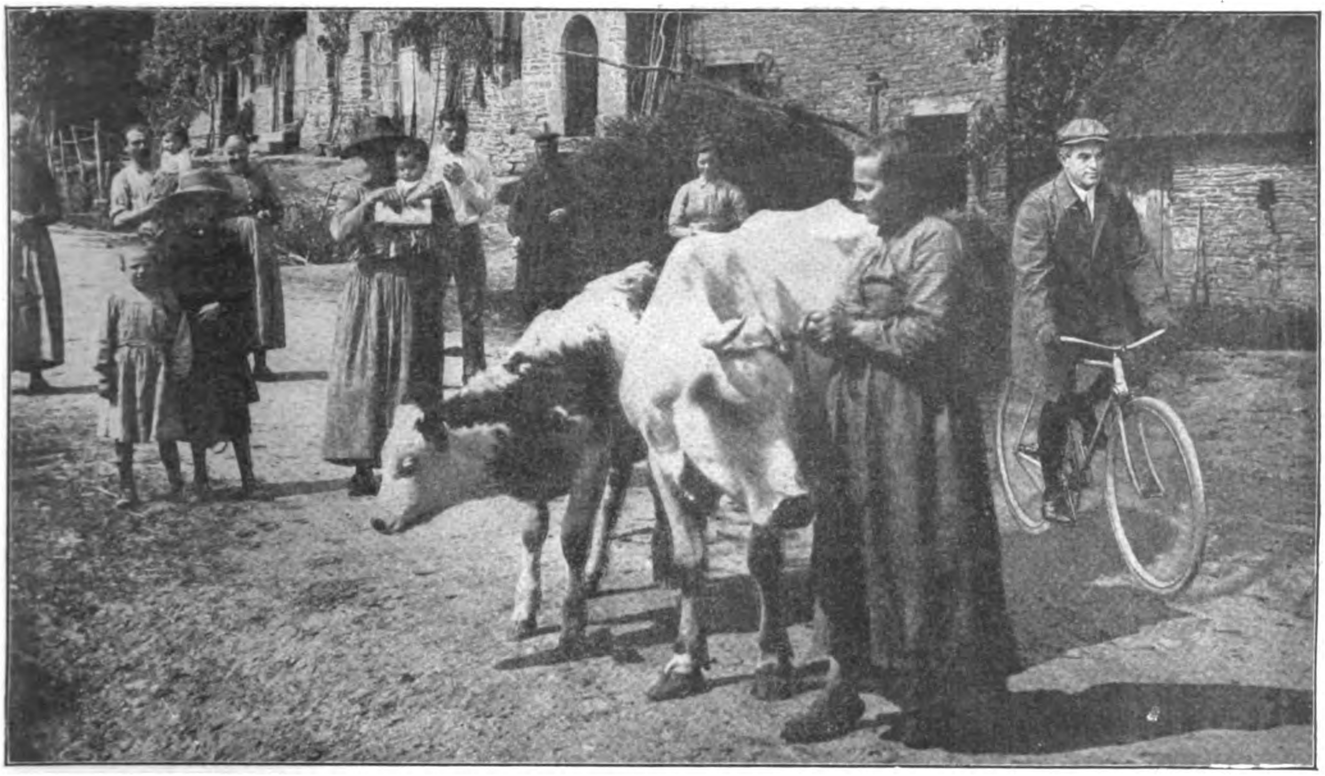

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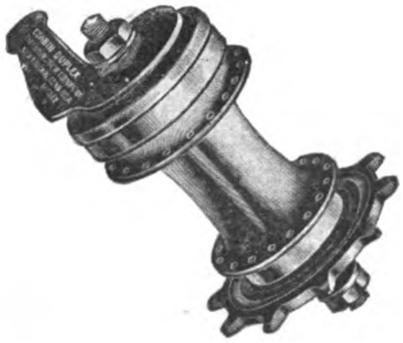

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Every motorcycle rider knows just how treacherous a smooth, paved street can be under an inch of slush and mud.

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Play Safe

by equipping your machine with

SAFETY (SQUEEGEE) TREAD

Diamond

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You buy more than "Safety," too. In every Diamond Tire—Safety and Studded Tread—are miles and months of wear sealed up in rugged "vitalized" rubber.

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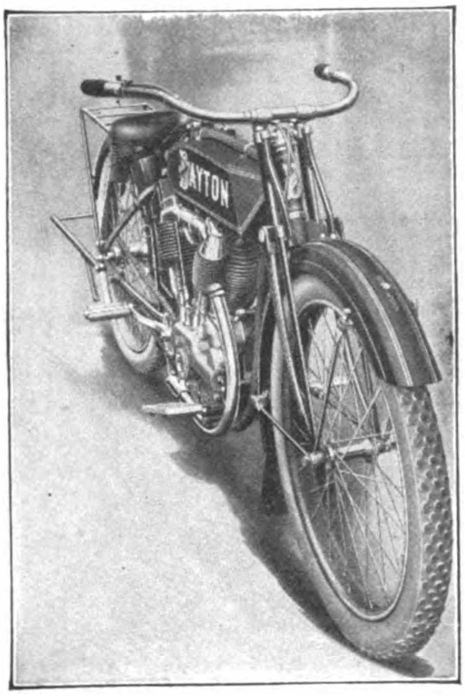
You can get them to fit any standard rim, just

Ask for
Diamond Motorcycle Tires

Write for information. Address **Diamond Motorcycle Tires, Akron, Ohio**

7 H. P.
$265



9 H. P.
$275

The Husky Dayton

The Price—and what you buy

THE initial purchase price of a motorcycle is not in every case the **cost** of that motorcycle. There are so many features of upkeep expense that enter into the continual hard use of a motorcycle that the **cost price to you of your motorcycle** can only be definitely arrived at after a liberal consideration of, *first*—the purchase price of your machine, and, *second*—the running expense you have incurred in getting your daily service out of it.

This is why the Dayton motorcycle is the most economical machine you can buy. The cost of its operation is small. At a very nominal figure the new big Dayton comes to you—at an exceptionally small figure is its daily service maintained.

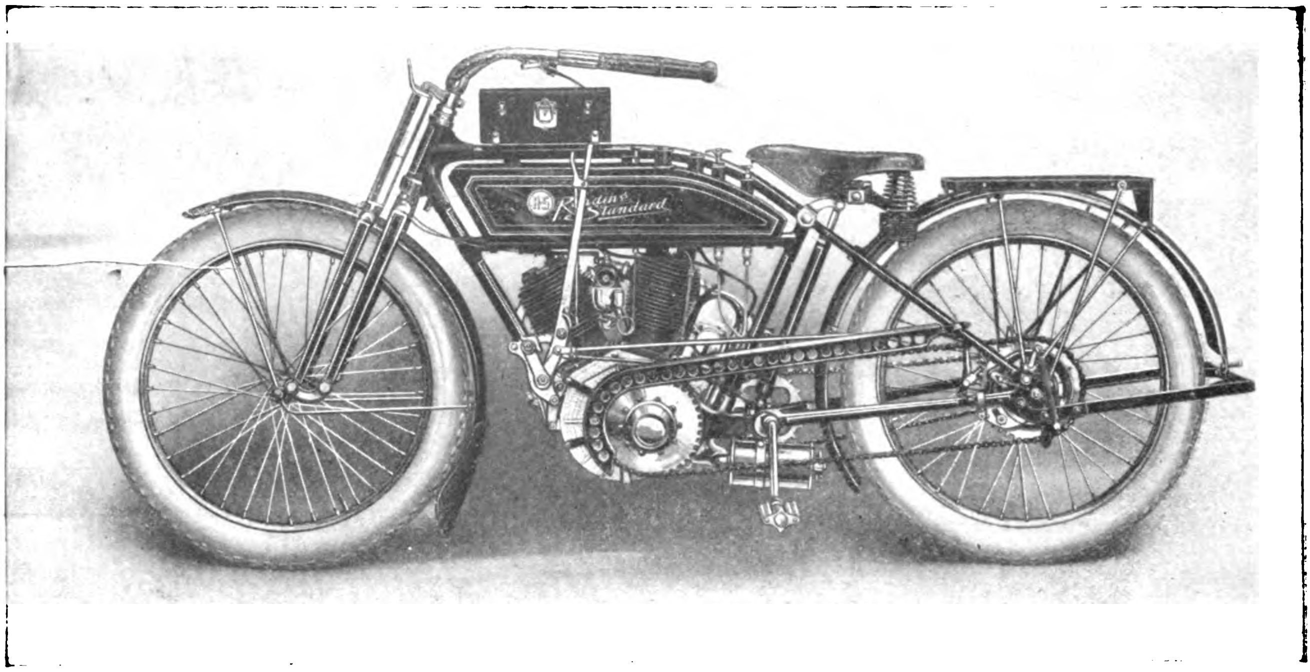
The proof of all of this is in the service records of all Dayton owners. Their story of their pride and satisfaction in the ownership of the big, husky Dayton is told in scores of unsolicited testimonials that come to us from Dayton owners and riders everywhere.

The Dayton is worthy of your careful consideration before you purchase any motorcycle. It can be seen at the best motorcycle dealers in your town—in the meantime write us for the new 1914 Dayton Catalogue and other literature. We can refer you to your nearest Dayton dealer—and are glad to do so. Write us.

MOTORCYCLE DEALERS—The scheme of distribution for the big 1914 Dayton is as liberal as our manufacturing policy is broad. Do you wish to associate yourself and your sales efforts with a proven motorcycle that holds out to you a well paying business now and a future clientele of pleased, satisfied patrons? If so, get in touch with the Davis Message to Dealers, today.

DAVIS SEWING MACHINE CO.
Dept. B, DAYTON, OHIO.

The Motorcycle Without a Peer for Comfort and Safety



SAFETY THE BIG FACTOR OF TODAY WE HAVE IT

TWO POWERFUL BRAKES **NO MAKESHIFT**
SEPARATE BRAKES **INDIVIDUAL CONTROLS**

If one goes wrong it will not affect the other.

THE RIDER KNOWS

5 h. p. Chain, $225.00	**5 h. p. V-Belt, $235.00**
7 h. p. Chain, 260.00	**7 h. p. V-Belt, 270.00**
10 h. p. Chain, 275.00	**10 h. p. V-Belt, 285.00**

Optional: Two Speed on 5 h. p. Chain, $25 extra
Two Speed on Twin Chain, $35 extra

LOWER PRICES QUALITY MAINTAINED SALES EASY

DEALERS: Some splendid territory still open. Wire today.

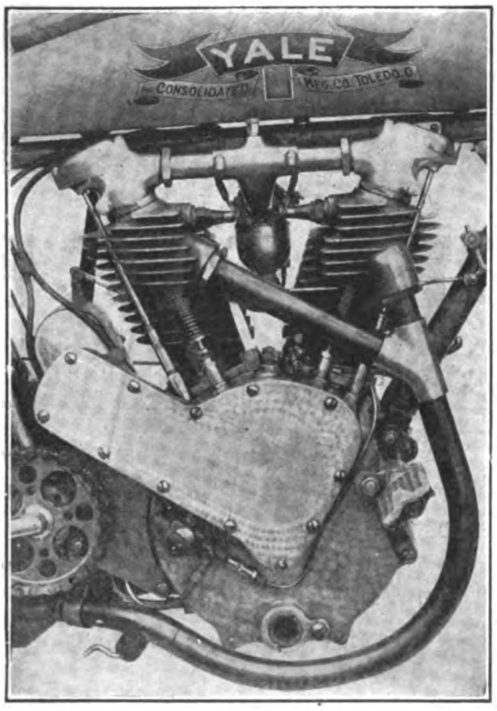
READING STANDARD COMPANY

306-40 WATER STREET **READING, PA.**

ENTHUSIAM over the new two-speed transmission of the Yale has been so intense among riders and dealers since the appearance of this new machine that some of the other remarkable features of the "Big Y" have not received the attention that their worth really deserves.

The patented two-speed transmission that is a part of the regular design of the new Yale, is the most important improvement ever made in motorcycle construction, but after a few months' experience with the new machines, riders all over the country are reporting that this is only

One of Many Features That Make Its Road Supremacy Indisputable



To anyone not familiar with the long study and costly experiments, the vast amounts of work and thought that have been devoted to its development, the efficiency of the Yale twin motor is something phenomenal. When speed is desired it provides an abundance. When power is called for, the invincible might of this master motor conquers the most formidable obstacles.

Under every condition there is the matchless efficiency that comes of the most advanced design carried out by careful, skilled workmen with the highest grades of carefully-chosen material.

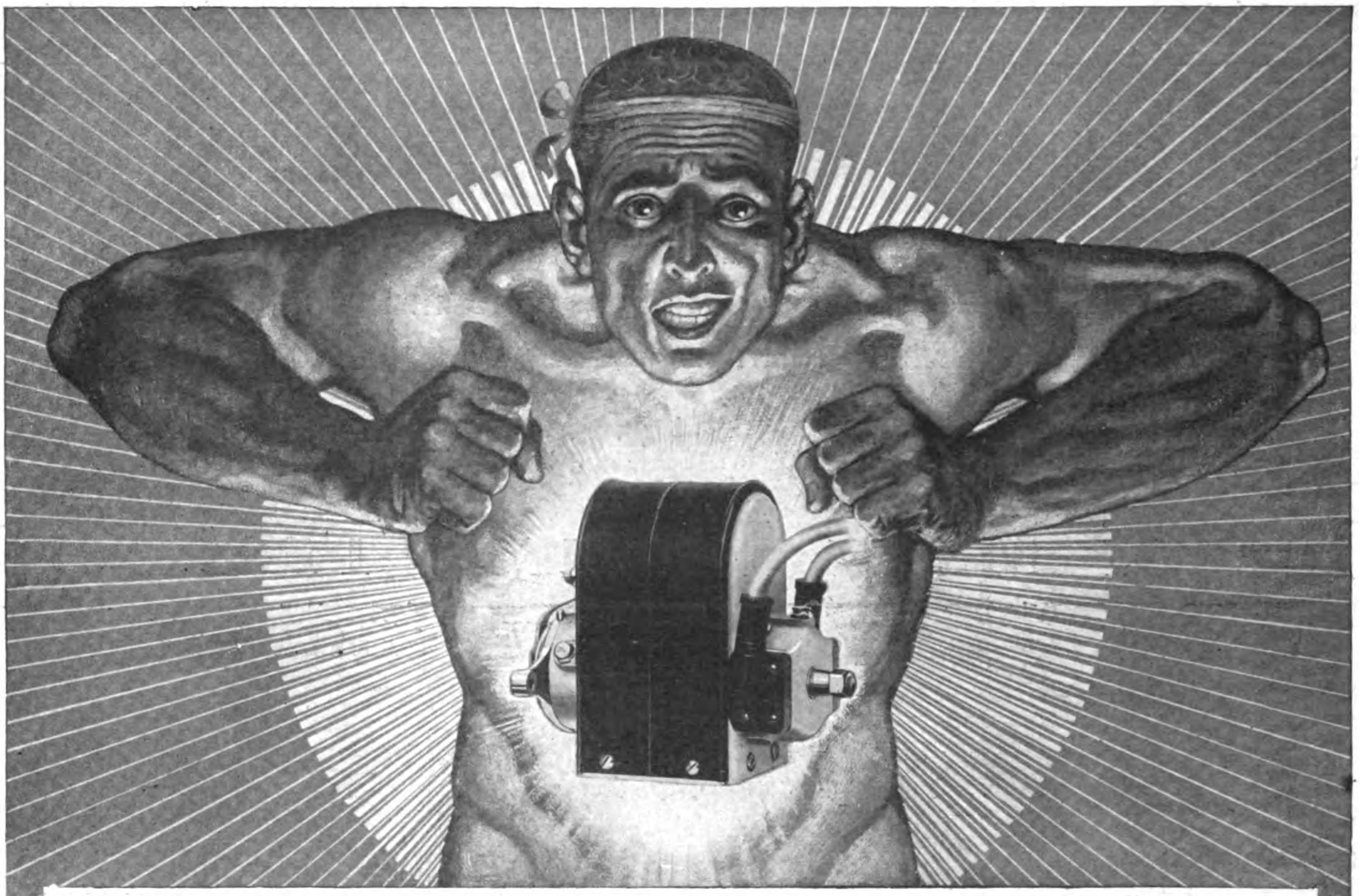
This supreme road ability that backs up every claim of the Yale agent, is making sales for "Big Y" dealers every day—right now. If you are in one of the few remaining spots where we have no representative, write at once to learn if you can procure this valuable connection.

THE CONSOLIDATED MFG. CO.

1730 FERNWOOD AVE., TOLEDO, OHIO

Pacific Coast Representative
THE YALE-CALIFORNIA COMPANY
Los Angeles and San Francisco

Makers also of
Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, and all kinds of Drop Forgings



QUICK PICK-UPS

are a strong, compelling feature of the SPLITDORF WATERPROOF MAGNETO.

A SPLITDORF MAGNETO is instantly responsive—turn on the juice, and, very much quicker than you can say "Jack Robinson" those hot, fat SPLITDORF SPARKS begin to fly, and you are off.

There's no lag before the motorcycle picks up and gets away—providing that it is equipped with a SPLITDORF.

That's why the SPLITDORF is the choice of so many racing men—that's one of the reasons 75 per cent. 1914 equipment is SPLITDORF—that's a reason, too, why a SPLITDORF should be on YOUR machine.

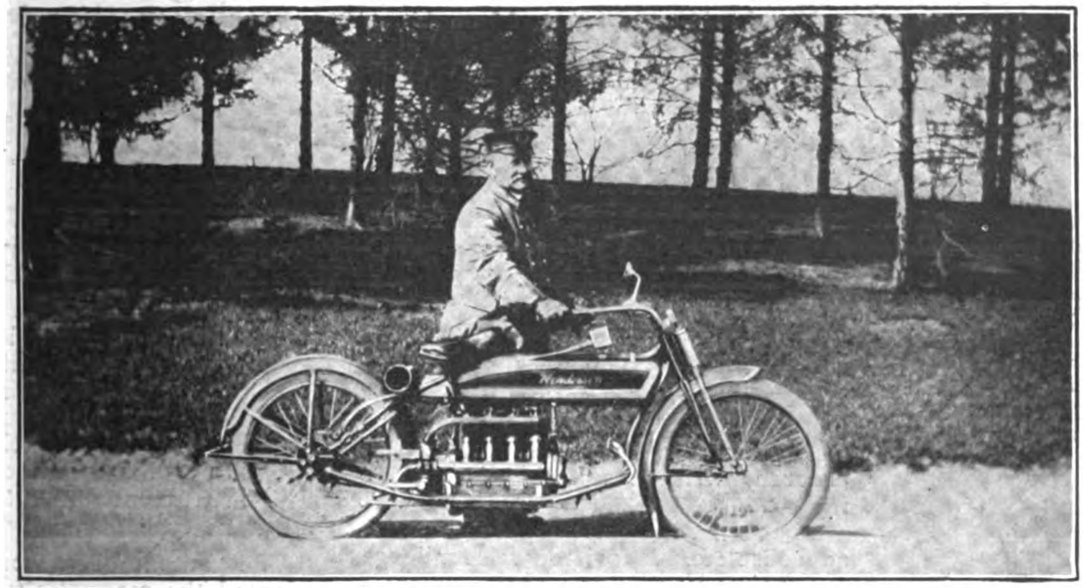
Specify SPLITDORF and be happy.

SPLITDORF ELECTRICAL COMPANY

ATLANTA, 10-12 E. Harris St.
BOSTON, 180-182 Mass. Ave.
CHICAGO, 64-72 E. 14th St.
DETROIT, 972 Woodward Ave.
KANSAS CITY, 1823 Grand Ave.
LOS ANGELES, 1226 S. Olive St.
NEWARK, 290 Halsey St.
NEW YORK, 18-20 West 63d St.
PHILADELPHIA, 210-12 N. 13th St.
SAN FRANCISCO, 1028 Geary St.
SEATTLE, WASH., 1628 Broadway
LONDON
BUENOS AIRES

Factory: NEWARK, NEW JERSEY

THE HENDERSON



A Motorcycle With Greatest Efficiency At Lowest Upkeep Cost

Baltimore, Md.,
January 24th, 1914.

Henderson Motorcycle Company,
Detroit, Mich.

Gentlemen:—

The machine in the enclosed photo was delivered to the Baltimore Park Board on March 9th, 1913. From the above date to December 30th, 1913, it has been run 25,000 miles by Officer Derkins at a total repair expense of $5.50. The average repair expense of machines of other makes that were in the service for the same length of time was much greater.

This is not the first Henderson in the Baltimore Park Department; on the contrary, it is a repetition of a similar service rendered the same officer by a 1912 model.

As to the supreme efficiency of the Henderson, nothing more need be said.

Respectfully,
CLARK MOTOR CO.

We are in quest of a few live dealers.
It will pay you to learn if you are in open territory.

"WRITE FOR THE HENDERSON LETTER"

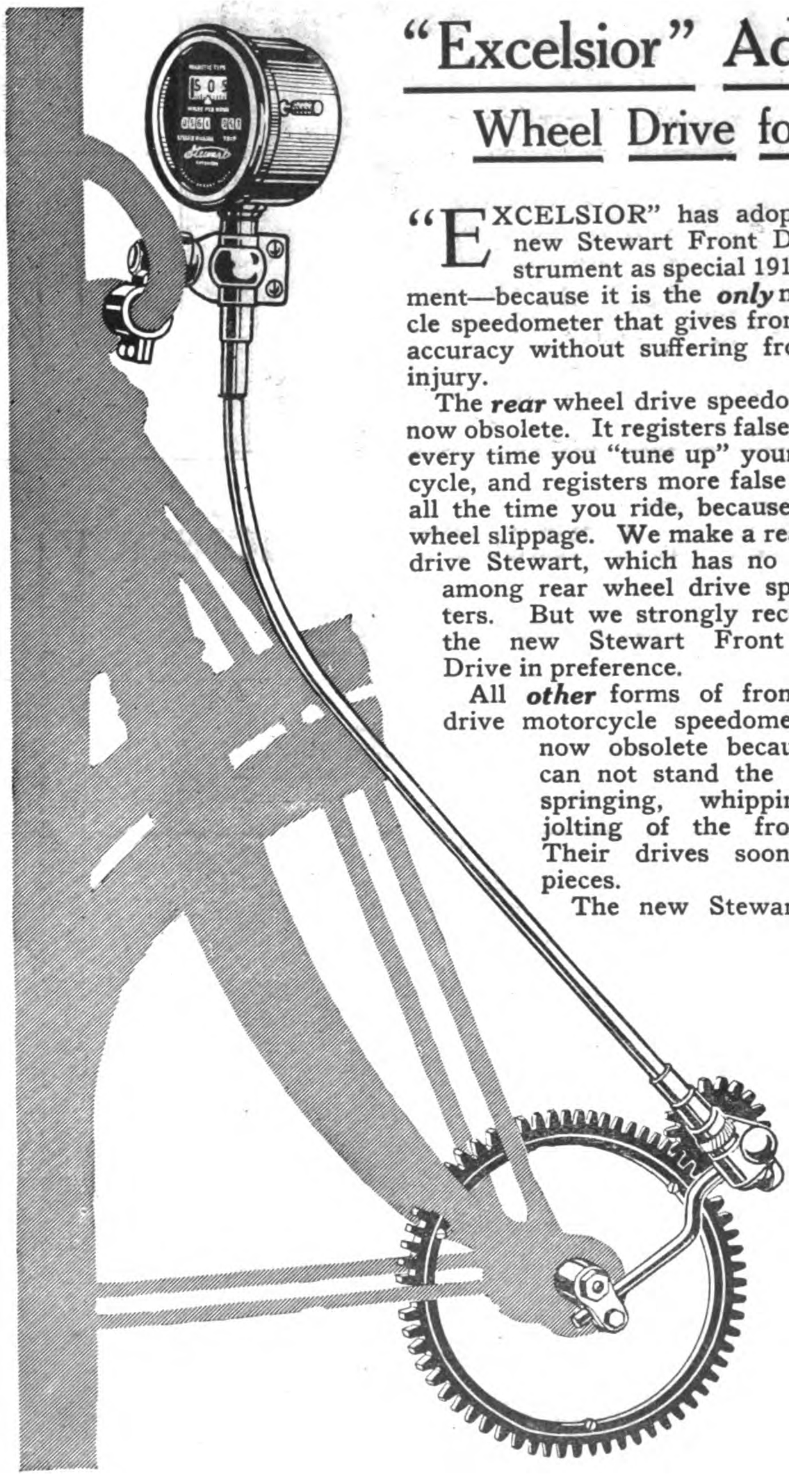
HENDERSON MOTORCYCLE COMPANY, Detroit, Michigan

FACTORY BRANCHES

CHICAGO, 2007 S. Michigan Ave.
SAN FRANCISCO, 1592 Market St.

$12 Stewart Motorcycle Speedometer

Complete



"Excelsior" Adopts New Stewart Front Wheel Drive for 1914 Special Equipment

"EXCELSIOR" has adopted the new Stewart Front Drive instrument as special 1914 equipment—because it is the *only* motorcycle speedometer that gives front wheel accuracy without suffering front fork injury.

The *rear* wheel drive speedometer is now obsolete. It registers false mileage every time you "tune up" your motorcycle, and registers more false mileage all the time you ride, because of rear wheel slippage. We make a rear wheel drive Stewart, which has no superior among rear wheel drive speedometers. But we strongly recommend the new Stewart Front Wheel Drive in preference.

All *other* forms of front wheel drive motorcycle speedometers are now obsolete because they can not stand the constant springing, whipping and jolting of the front fork. Their drives soon go to pieces.

The new Stewart Front Wheel Drive is scientifically designed to absorb front fork action without injury. To all shocks, twists and strains it presents an ingenious combination of rigidity and flexibility that no amount of hard use can overcome. The instrument itself is the famous magnetic type Stewart.

The automobile world has now adopted the magnetic type speedometer to the practical exclusion of the centrifugal and all other types. Over 95% of the automobile manufacturers are regularly equipping their output with the magnetic type speedometer. The motorcycle world will soon do the same. Motorcycle manufacturers will soon do the same. In this movement the makers of the Excelsior have taken the lead.

Demand a Stewart Front Wheel Drive Speedometer on the motorcycle you buy. Unless it is furnished you are not getting your money's worth. Put one on the motorcycle you now ride. The price, $12, is the lowest at which a Magnetic Type Motorcycle Speedometer has ever been sold.

Details of the New Front Wheel Drive

The instrument is mounted on the handlebar. The drive shaft operates through a *rigid steel tube.* The tube supports the bracket which holds the angle joint and fibre pinion. This bracket moves perfectly free on the front wheel axle and takes up all spring action of front fork, thus eliminating the springing and whipping wear common to all other drives.

Season odometer registers 10,000 miles and repeat; trip odometer registers 100 miles and repeat. All speeds are indicated (even fractions of a mile) from zero to 80 miles an hour.

Stewart-Warner Speedometer Corporation

Factories: Chicago, Ill., and Beloit, Wisc.

Direct Factory Branches:

Atlanta
Boston
Buffalo
Chicago
Cleveland

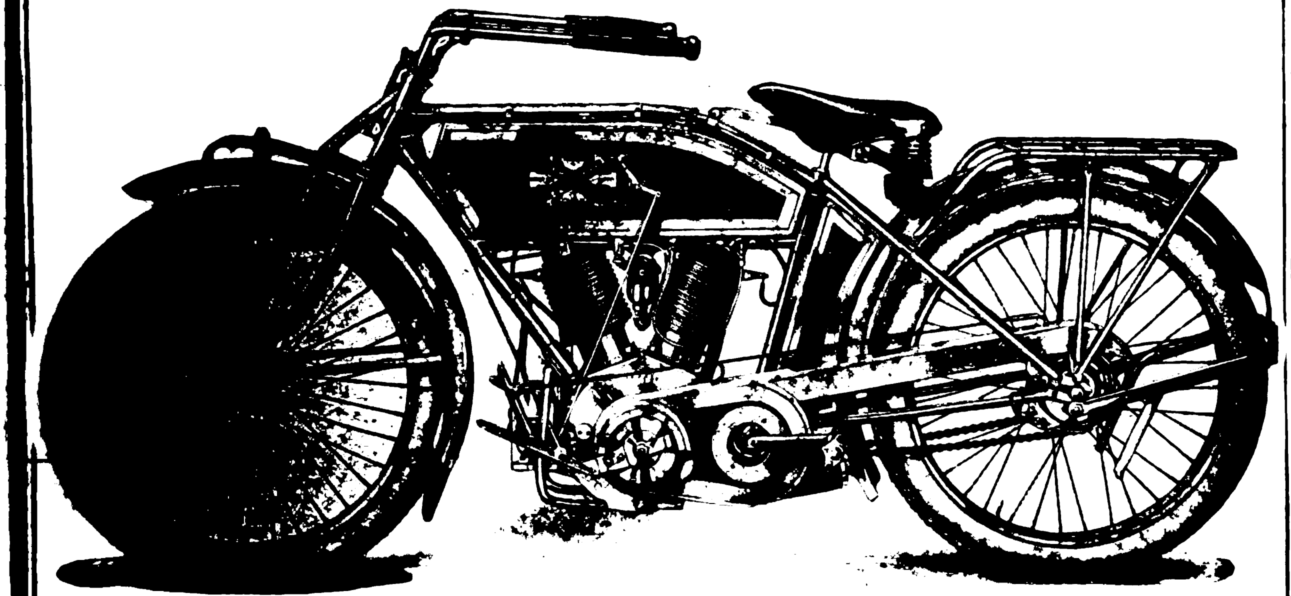
Detroit
Indianapolis
Kansas City
London

Los Angeles
Minneapolis
New York
Paris

Philadelphia
Pittsburg
St. Louis
San Francisco

And 75 Service Stations

Safety and Certainty of Excelsior Control



The grip control of all functions of the

Excelsior Autocycle

is the greatest assurance of safety to the rider that is found in any motorcycle on the market. Throttle, Spark, Compression and Clutch are all controlled by the handle bar grips without removing the hands or in any way interfering with the steering or other details of operation. This Simplicity and Certainty of control if of equal value to the beginner and the experienced rider, as it enables you to get through crowded streets and bad roads with every part of the machine under absolute control.

One hand governing the speed, the other the clutch, and both hands in positive control of the steering, insures safety and gives the rider a degree of confidence that enables him to go through sand or mud holes that would be absolutely impassable were the rider compelled to lose control of either of these important functions to attend to something else.

The experienced rider fully appreciates this and a moment's consideration will convince the novice that his life and safety are assured on an

Excelsior Autocycle

as on no other motorcycle built.

100% Efficiency in control is only one of the great features of the EXCELSIOR.

Our catalog or the nearest dealer will tell you the rest.

Get Wise—get an "X" and be Satisfied

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Streets, Chicago

EMBLEM

PRESTIGE
POWER
PERFORMANCE

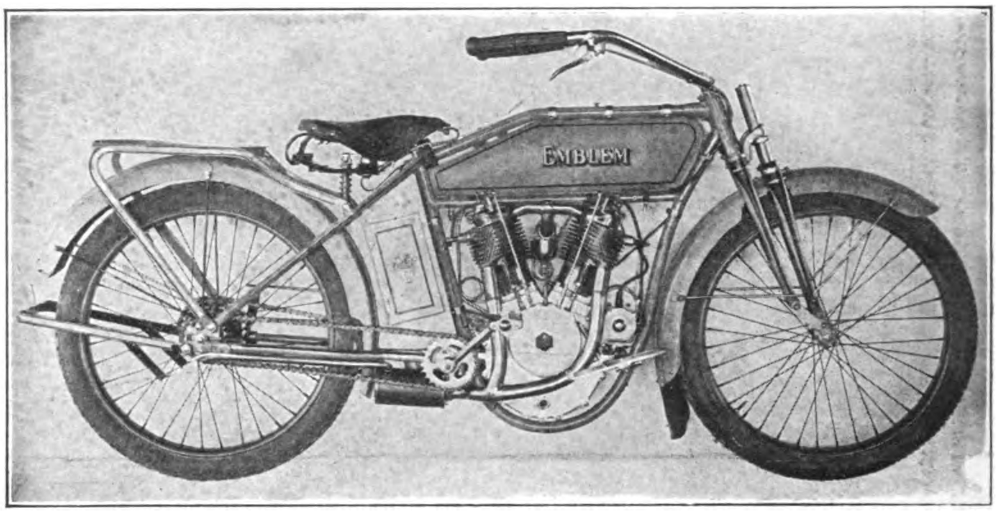
Emblem Motorcycles with the powerful dependable motors have proven by performance—not once but many times—their prestige as

The Machine of Great Endurance

All distance records of importance are held by the

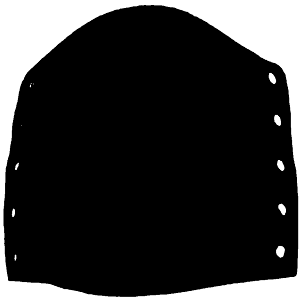
EMBLEM

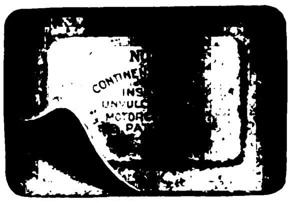
Dealers, this is the moment for you to decide. Don't wait.

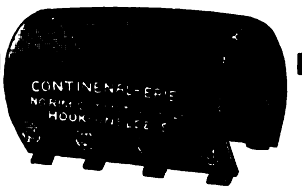


Write for our Proposition

EMBLEM MFG. CO., ANGOLA, ERIE CO., PA.







Dealers, you owe it to yourselves and to your trade, to stock the line that sells the fastest and gives the most satisfaction to your customers.

The Continental-Erie line of Rubber Sundries defies comparison for excellence and long wear. We recommend especially our Reinforced Grip with woven wire reinforcement. It is resilient, flexible and unbreakable.

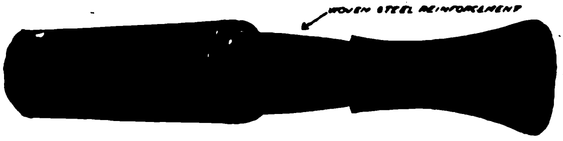
We will gladly send you our catalogue of complete line.

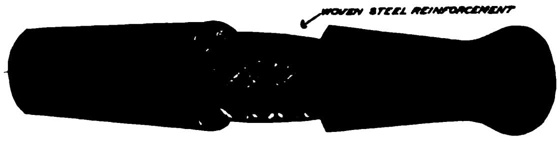
Write for it today.

Continental-Erie Accessories

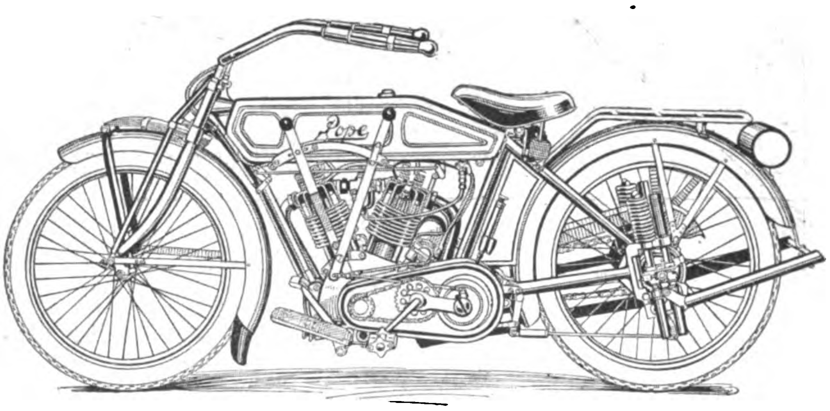
"Ask Your Jobber; He Knows"

CONTINENTAL RUBBER WORKS - Erie, Pa.





The Man On A Pope Motorcycle Knows



Model R-14 Two Speed $285.00

The user has at his command the result of thirty-six years experience in building bicycles and motorcycles of unequaled quality.

An engine which develops 15 4/10 horse power and transmission methods which give over 90% of the engine power at the rear wheel.

Think what this means! Not intermittent or "Flash" readings, but continued, sustained power for as long a period as you need it. The kind of power which carries a rider up a five mile hill as easily as over the level road.

An almost unlimited range of speed, by a turn of the wrist and our simple yet sure arrangement of the gear, clutch and brake levers, no doubt or uncertainty remains in the rider's mind as to his ability to fully control the motorcycle.

For every line of service, whether for business or pleasure, or for speed contests, we have machines especially adapted to produce the results required.

WIDEST RANGE OF MODELS; WIDEST RANGE OF PRICES; A COMPLETE LINE

MODEL H-14	$150.00	MODEL K-14	$200.00
MODEL L-14	$250.00	MODEL R-14	$285.00
MODEL M-14	$215.00		

THE POPE FIRE FIGHTING MOTORCYCLE, $350.00.

Catalog and Valuable Information on Request

POPE MANUFACTURING CO.

11 Cycle Street WESTFIELD, MASS., U. S. A.

Here's the Ideal Way to Order Your Motorcycle Supplies

No standing in front of a counter while the clerk sorts through the dust and grime of the stock-room for the article you want. You get what you want when you want it. No bother, no delay, no expense, when you buy

MECO Supplies

Orders Shipped Prepaid Same Day Received

Eighteen hundred and twenty items to choose from in the big MECO catalog—every article guaranteed satisfactory—at lower prices than you could buy them in any store.

Your order is shipped a few hours after it is received, either by express or parcel post, and we prepay all charges.

We have just what you need. We have grown to be one of the largest supply houses in America because we insist upon our customers being satisfied.

Remember—our catalog contains every article for motorcycle use—there's no delay in shipping—our prices are lower than anywhere else—we refund your money if you're not satisfied. We have a copy of this catalog waiting for your — don't delay an instant — sign the coupon below and demand your copy now.

MOTORCYCLE EQUIPMENT CO.,
HAMMONDSPORT, N. Y.

Name ....

Address ....

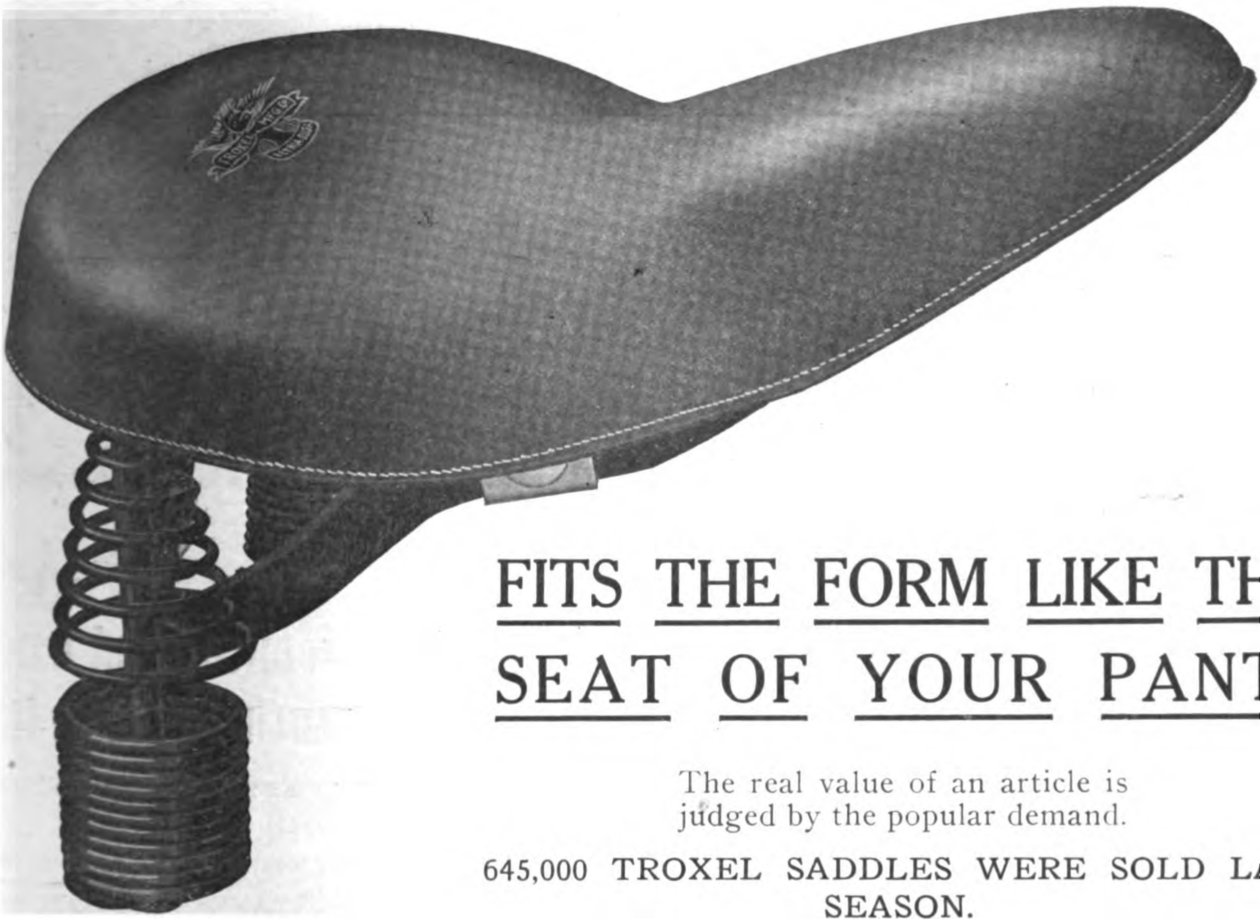
....

....

Motorcycle Equipment Co.

Hammondsport New York

The New Troxel Tru Form Is The World's Finest Saddle



FITS THE FORM LIKE THE SEAT OF YOUR PANTS

The real value of an article is judged by the popular demand.

645,000 TROXEL SADDLES WERE SOLD LAST SEASON.

"Some Vote For Popularity"

There are more Troxel Saddles sold than all other makes combined. You cannot afford to take a chance on anything but a

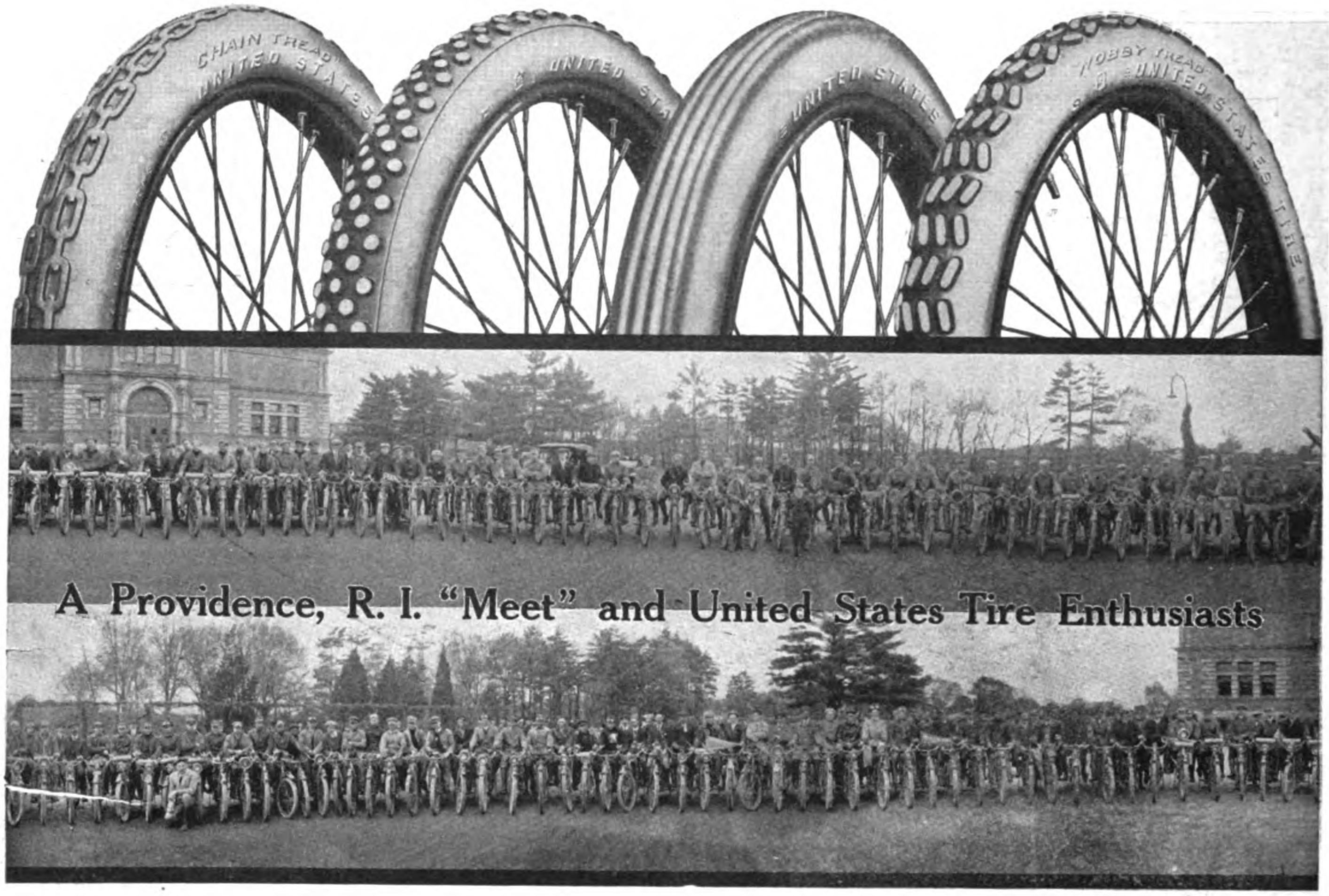
TROXEL "NO BUMP" SADDLE

TROXEL PRODUCTIONS EXHIBIT THE PERFECTED ART OF THE SADDLE MAKER.

Send for New Illustrated **SADDLOG.**

TROXEL ELYRIA OHIO

H. T. ROBERTS 416 W. Grand Avenue CHICAGO, ILL.



A Providence, R. I. "Meet" and United States Tire Enthusiasts

The Motorcycle is today one of Man's most economical and useful servants, and United States Tires have done much to make it so

The motorcycle of today is a thing of joy in its simplicity—its economy of operation—its sturdiness—its pleasure and its usefulness.

We, the makers of UNITED STATES TIRES, have kept step with the advance of the motorcycle.

We have constantly studied the tire requirements of the motorcycle from every point of view.

We have built our tires to meet every condition of motorcycle tire wear.

We have solved the motorcycle tire problem.

Today UNITED STATES MOTORCYCLE TIRES stand alone, in a class absolutely by themselves, and are the standard motorcycle tires.

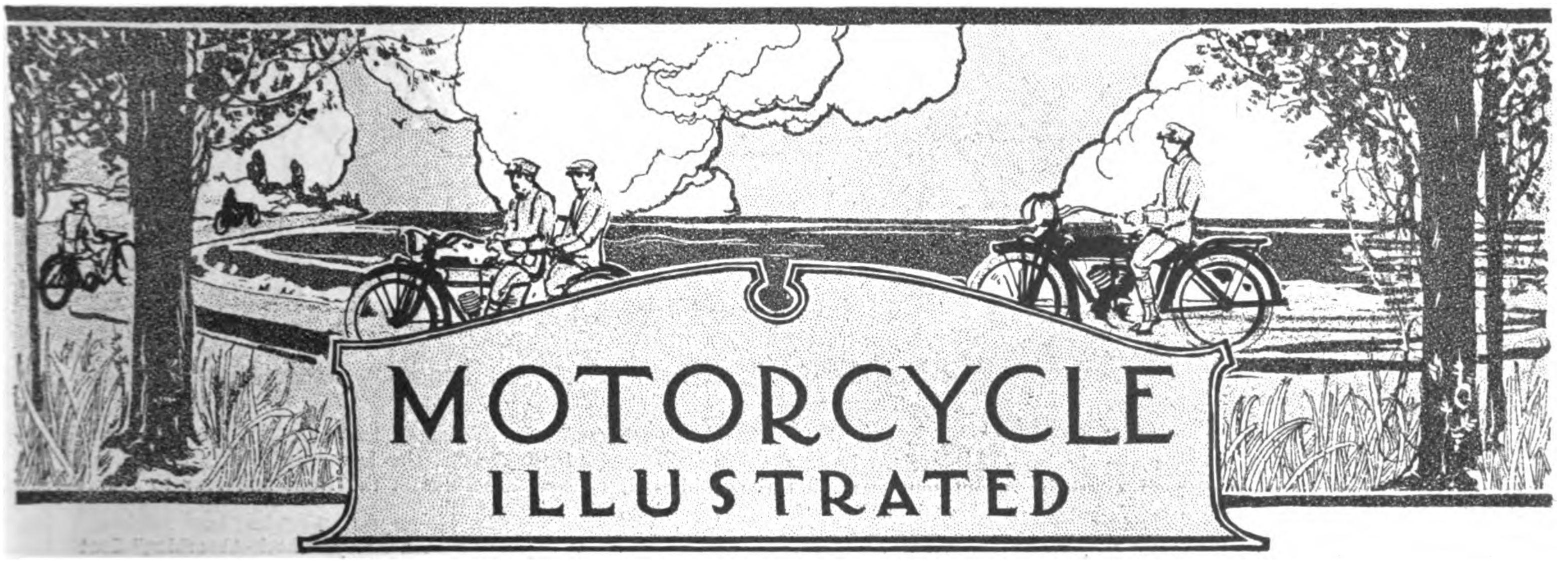
Their overwhelming popularity is a known fact.

In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the
Largest Rubber Company in the World



MAY REORGANIZE AMERICAN COMPANY

W. T. Marsh Plans to Have Sterling Mfg. Co. Succeed Old Brockton Firm in Manufacture of Motorcycles When Bondholders' Terms Are Complied With Regarding Financing.

LATE developments in the affairs of the American Motor Company, of Brockton, Mass., lead to the conclusion that the factory will soon be in operation again. It is stated that the former officials of the company have been given a period of sixty days within which to pay a certain percentage of the purchase price of the plant to the bondholders. If this is done the property will be turned over to them for operation. The bondholders are represented by Bernard I. Kamen, 45 Cedar street, New York, in whose possession the assets of the American company now are. The property was bid in by the bondholders when it was offered at public sale on January 20.

W. T. Marsh, the former head of the American company, believes that little difficulty will be encountered in meeting the demands of the bondholders, and accordingly he is preparing, in company with Guy Greene, to organize the Sterling Manufacturing Company. The company's purpose would be to continue the manufacture of motorcycles. A. R. Marsh, who was connected with the company from the beginning, is now out of the plans and is identified with the Vulcan Company, of Detroit, Mich., makers of a light car.

NO CHANGE FOR GALE

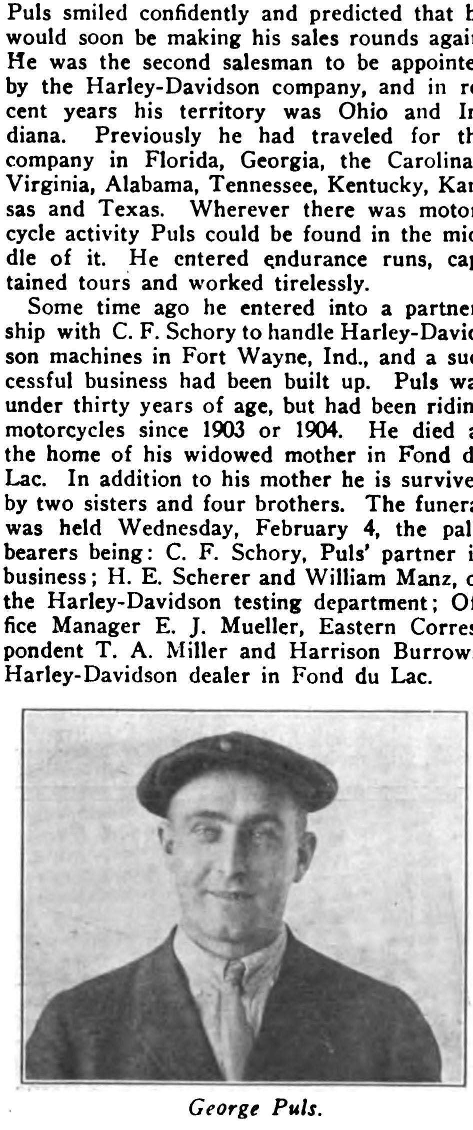
In our January 22 issue appeared a paragraph stating that M. E. Gale, who has long been known as an Emblem rider and salesman, had contracted to handle a sub-agency for the Harley-Davidson. This item was apparently submitted in the best of faith by our correspondent, and in the same spirit it was printed. It has since been made clear that there was no foundation for the statement, and we are at a loss to account for its origin. Mr. Gale simply has not thought of changing the pleasant relations existing between himself and the Emblem folks, and he will continue to ride and sell Emblem machines exclusively. Despite heavy roads, he has had his machine in service almost daily of late for business trips.

GEORGE PULS SUCCUMBS

Fond du Lac, Wis.—Although news of the illness of George Puls, the veteran Harley-Davidson salesman, had traveled from coast to coast through trade channels of late, the announcement of his death on Saturday, January 31, came as a shock to his friends and is now a topic of conversation wherever trade workers gather.

The end came after a siege of diabetes. The attending physician held out little hope, but Puls smiled confidently and predicted that he would soon be making his sales rounds again. He was the second salesman to be appointed by the Harley-Davidson company, and in recent years his territory was Ohio and Indiana. Previously he had traveled for the company in Florida, Georgia, the Carolinas, Virginia, Alabama, Tennessee, Kentucky, Kansas and Texas. Wherever there was motorcycle activity Puls could be found in the middle of it. He entered endurance runs, captained tours and worked tirelessly.

Some time ago he entered into a partnership with C. F. Schory to handle Harley-Davidson machines in Fort Wayne, Ind., and a successful business had been built up. Puls was under thirty years of age, but had been riding motorcycles since 1903 or 1904. He died at the home of his widowed mother in Fond du Lac. In addition to his mother he is survived by two sisters and four brothers. The funeral was held Wednesday, February 4, the pallbearers being: C. F. Schory, Puls' partner in business; H. E. Scherer and William Manz, of the Harley-Davidson testing department; Office Manager E. J. Mueller, Eastern Correspondent T. A. Miller and Harrison Burrows, Harley-Davidson dealer in Fond du Lac.



George Puls.

GOODYEAR CAPITAL TO BE INCREASED

Plan Under Consideration Calls for Addition of Four Million Dollars to Capital Stock—Action Follows Doubling of Business During Last Two Years—Factory Expansion Is Due.

ONE of the most interesting trade announcements of late is that referring to the Goodyear Tire & Rubber Company's plan to increase its capital stock by $4,000,000. This important move was decided upon when it became evident that the company's present facilities were not adequate to meet the rapidly increasing demands of the trade. The Goodyear business has more than doubled in the last two years and is still growing by leaps and bounds. As a result it behooved the company to take steps towards providing for the immediate future. The plan which has been practically approved calls for an increase of the preferred stock from $5,000,000 to $7,000,000 and an expansion of the common stock from $5,038,800 to $8,000,000.

This arrangement will carry with it a 20 per cent. stock dividend on the existing common stock, and the right to subscribe for new common stock at par, in the ratio of 30 shares for each 100 now held. Holders of preferred stock will be permitted to purchase two shares of new preferred at par for each five now held, and to buy one share of new common at par for every four shares of new preferred which may be purchased. The sale of the stock, it is reported, has already been underwritten. Final action on the plan will be taken at a meeting of the stockholders March.

BRAND NEW MECO CATALOG

Hammondsport, N. Y.—Since 1904 the Motorcycle Equipment Company, of this city and Los Angeles, Cal., has been getting out an annual catalog, but nothing previously produced approaches the artistic completeness of the 1914 catalog which is just off the press. The prices quoted on the 2,000 accessories it lists touch low-water mark, and five full pages of motor parts at half price have been added for this season.

Manager C. L. Waters states that the issue of the catalog is 110,000 and that they are free for the asking. A postal to the company will bring a copy.

Evolution of the Motorcycle Saddle

Pearsol Sergent

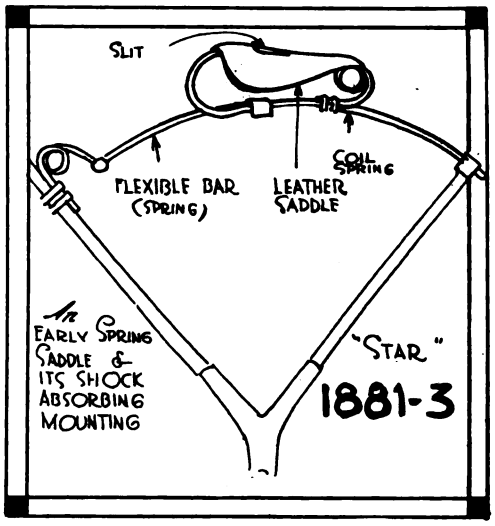
IT is a far cry from the fully-equipped, two-speed motorcycle of the present day back to the old wooden two-wheeler of Gottlieb Daimler, which ran on the ice in 1885, but it is a still farther cry from the luxurious up-to-date saddle of 1914 to the pad used on the "hobby-horses" of 1804. Just as the motorcycle was developed from the bicycle, so its saddle was adopted from and became an improvement upon the seat used by the bicyclist.

To perpetrate a bull, the first saddle was not a saddle at all, but a cushion having the general lines of a Bologna sausage considerably warped in the middle. The cushion was usually straw-filled and attached to the top-bar of the "Draisienne," as the machine was called in France between 1804 and 1822. The fact that the rider propelled the machine or "hobby horse" by pushing alternately with each leg, necessitated something on the top-bar of generous dimensions on which the rider could rest. One of the illustrations shows a cushion fitted to a "Célérifère" of 1804, the covering being of velvet. This machine was a racer, and was capable of attaining the awe-inspiring speed of 6½ miles per hour for short distances, after which the rider became "winded."

Improvements Came Slowly.

As time went on, the saddle was still made by the upholsterer, and in 1820 and 1821 silk curtains or cloths were fitted to each side of the cushion. This was probably due to the prevailing fashion in skin-tight white and blue nankeen trousers, these articles of apparel being doubtless injured by contact with the frames of the machines. The sport of hobby-horsing soon died a natural death, to be resurrected about the time of the Civil War. On the machines of this period, pedals were used on the front wheel instead of the rider having to "foot-slog" along, and the saddle was changed to a miniature copy of a jockey's pad. The saddle shown in one of the illustrations must have been a nightmare to ride on for any distance, as it was much narrower than that fitted to a boy's velocipede of today and was riveted to the top-bar or "backbone" of the bicycle. It was during this period of about ten years that the saddles first began to look like the real article, but long-distance work was not often indulged in, even in France, owing to the cast iron axles being borne in castiron bearings, and running unlubricated as a rule.

The "hobby-horse" and pedal bicycles just referred to usually had rather small wheels fitted to them, and both wheels were about the same size—less than 28 inches in diameter. On a few of the pedal machines which appeared about 1866, the front wheel was made the larger of the two. There followed a period of ten years or so during which the sport of cycling languished, to be resumed again with the "ordinary" or high-wheeled cycle. This vehicle was fitted with a very large wheel and a very small wheel, the big one being used to drive and steer and the tiny one to trail at the rear. It was during this period that saddles became really comfortable enough to ride on for any length of time, and took on distinct shapes suitable for cycling. They were fitted with a frame upon which the leather seat was riveted, and had springs at the front and rear to reduce road shocks.



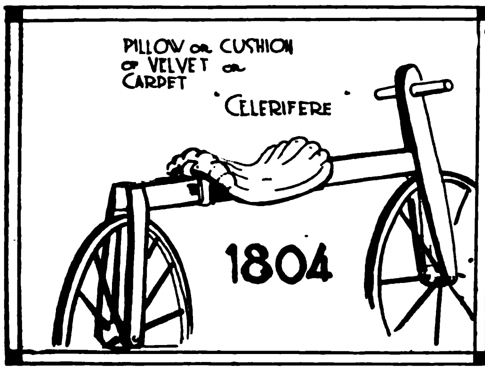
An Early "Shock-Absorbing" Seat

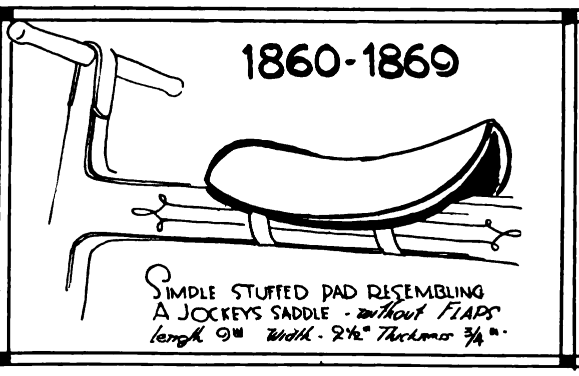
Looking over some old pictures recently, the writer came across one of himself and his old "Star" machine, taken in 1889. This machine had a 16-inch front wheel and a 40-inch driving wheel and the rider worked treadles to rotate the big wheel. The curious part of this machine was a "shock-absorbing" spring seat device, used in connection with a saddle sprung fore and aft. This, the writer remembers, was very comfortable, but not durable, as the parting of one of the stays sent him to a hospital for surgical treatment shortly after he had acquired the machine. The seating arrangement is shown in one of the illustrations herewith.

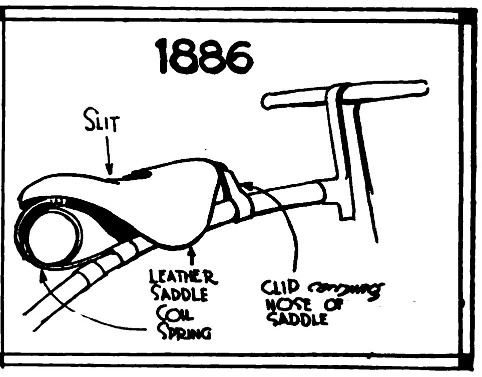
There were two stays, one leading up to the steering-head and the other passing over the big wheel and joining the corresponding stay on the other side. To the front stays was clipped a steel piece with a coil at its center, the rear end of this piece being fitted with a coupling for the forward part of a curved spring. The rear part of this spring was attached to the rear stays at the top. The saddle was provided with a pair of C-springs at the front and a pair of vertical coil springs at the rear. It was clipped to the curved spring as shown. The rider bounced pleasantly up and down on this whole device, and at the same time pranced on the treadles to propel the cycle. As far as the writer knows, this was the pioneer spring-seat device on two-wheeled machines.

Saddles Become More Pliable

While the saddle of the "Star" machines was thus fitted, that on the "Ordinary" was attached to the bar or tube leading from the steering head to the little rear wheel. In the example shown, the forward part of the saddle frame is attached to a clip projecting above the bar, while the ends of the rear springs are attached by double clips. On this

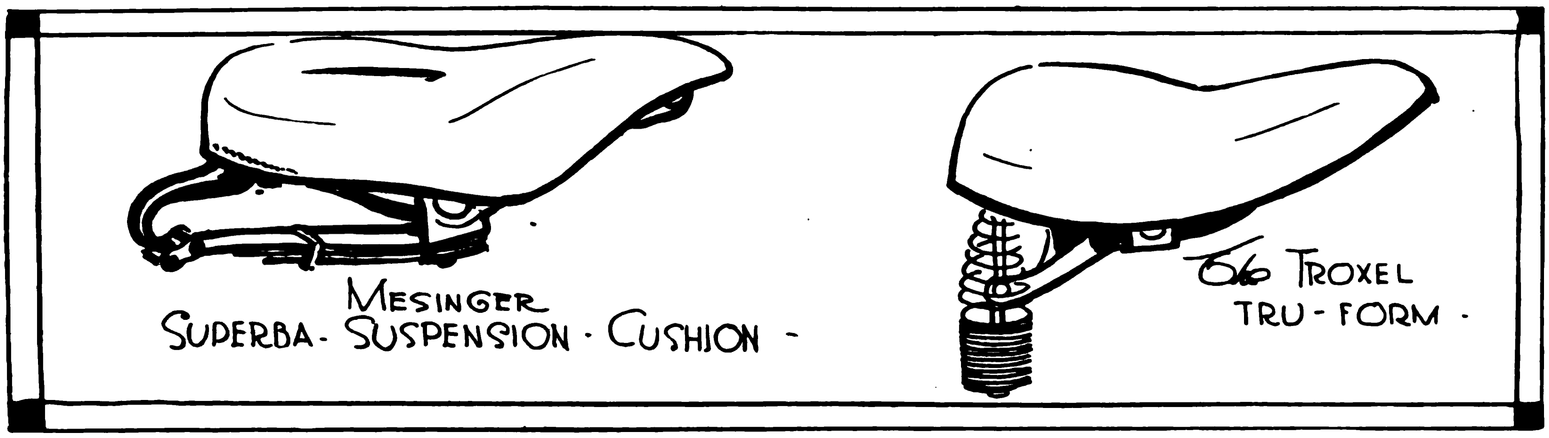

PILLOW OR CUSHION OF VELVET OR CARPET
"CELERIFERE"
1804


1860-1869
SIMPLE STUFFED PAD RESEMBLING A JOCKEYS SADDLE - without FLAPS
length 9" Width - 2½" Thickness ¾"



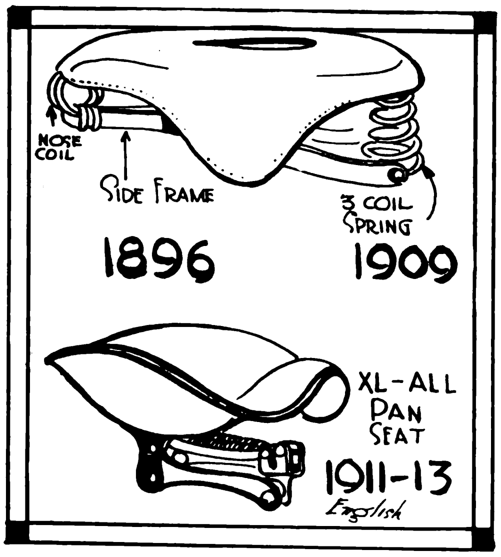
and on the "Star" arrangement, the saddle could be shifted to suit the rider, and a change in the angle of the saddle could also be made as desired. Both of these saddles have the slit from the cantle nearly to the pommel, having borrowed this idea from the McClellan cavalry saddle which was the regulation in the United States Army at the time. The saddles of this period and of the present day have the advantage of adapting themselves to their riders, while on those of the period preceding, the riders had perforce to adapt themselves to the saddles.

The next period began in the '90's and constituted the so-called "Bicycle Boom." Starting with saddles practically the same as those on the Ordinaries and Safeties, there were dozens of ingenious developments, few of which have survived to the present time. There were forms of saddles in which the rider sat on top of a series of pads, the frames being heart-shaped; there were some which had no pommels, and still others which had a very much elevated pommel and a double cantle. The general type, which still holds on in the realm of the push-cycle today, resembles that shown in the illustration. There is a pair of vertical coils at the nose or pommel and a series of horizontal spirals under the cantle. The main frame construction is shown, and the saddle as a whole is attached to the seat-post by a clip fitted inside the main frame. The saddle seat fits over a tree similar to that of the saddles of the previous cycling period.



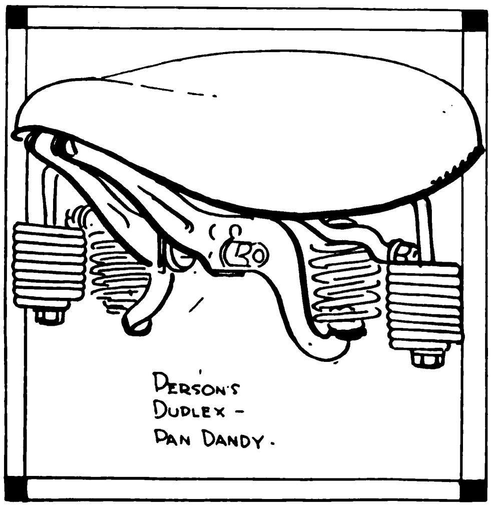
Special Motorcycle Saddle Appears.

The advances made in saddle construction so far were due to the enormous demand for cycles, and were made possible by the existence of machinery and factories which could fit up the raw materials. This was not the case in the '80's. As time went on, improved processes of leather treatment and refining of metals led to the production of better saddles, and, in this country, to the adoption of a general type for both bicycles and motorcycles. This type is today so familiar that it hardly needs description. It has a ventilated seat, nose coil, horizontal coils on the main frame attached to saddle frame or tree by plungers, etc. The clip mentioned before made it possible to adjust the saddle on the seat-post to suit the rider. But as soon as the rider of a motorcycle was not obliged to pedal a great deal, or to assist his motor on every hill, the bicycle saddle was found too restricted in size for the best of comfort and saddle designers set to work on a purely motorcycle type of seat. The outcome of their efforts is the series of luxurious saddles of the present time.



A Popular "Anatomical" Seat.

The fact that the motorcyclist has little to do on the pedals but start the motor, has given rise to anatomical saddles, among others, an example being the "X All" which hails from England and is shown in one illustration. This saddle is really a bucket seat, the tree being made of steel with heavy padding fitted to it. It is one of the most luxurious seats ever brought out, as the rider sits in it almost to the hips. To the tree are fitted vertical steel pieces which connect by links to the post-clip, and the seat rocks in a curve around the clip under the action of a pair of coil springs. The original of this saddle was said to be made from a cast of the body of one of the noted English competition riders.



One of the latest luxurious saddles is the Mesinger "Superba" made in several models, an example being here shown. In this saddle, the coil springs are done away with, leaf springs being used instead. The saddle frame has spring-horns projecting from the rear to which the ends of the leaf springs are attached by shackles as in motorcar spring construction. The main frame is very short and incorporates carriers for the butts of the leaf springs. It runs up to the nose or pommel of the saddle and is hidden by the side flaps of the seat. This saddle has the advantages of fitting to the rider but without deforming permanently after long use. The shape of this saddle enables the rider to do an enormous amount of pedalling, if necessary, without the necessity of rising from the saddle and at a minimum of effort. That this is an advantage is patent to every experienced rider.

The Persons Pan-Dandy.

Another popular saddle in the present market is the "Pan Dandy" model of Persons make, shown in one of the illustrations. This has no nose coil, but is fitted with compound springs, giving a double action and a very smooth motion on all roads. The tree connects with the forward part of the main frame at the front, while on the rear part of the main frame are carried the first set of coil springs. To the top of these springs is attached a piece which in turn carries a second set of coil springs by the top coils. The bottom coils are borne by the vertical bars from the tree at the rear. The seat has a general pan-form with prominent and slightly raised pommel, and is in one piece. The rider sits in the seat rather than on it. The method of fastening the saddle as a whole to the seat-post allows of adjustment to any desired position, a clamp fitted with toothed discs enabling this to be done.

Troxel Tru-Form.

The Troxel Tru Form saddle, shown herewith, is another saddle of the general pan-seat type, also without nose coil. This saddle has the compound coils under the cantle. but in superposed position, one set of coils on each side being pyramidal and fitted above the other or cylindrical coil. The pommel is high to give a most comfortable riding position and the cantle and seat are in one piece and unpierced. The tree is so constructed as to conform to the shape of the rider, but to take no set even after long and hard usage. This saddle is extremely popular, and has given uniform satisfaction in all kinds of road work. The motion, even on the roughest roads, is a smooth and gentle one which makes it most desirable for general long distance work.

RIDING BLIND TRAILS WITH "SNOW-DRIFTERS"

When Old Man Winter Drops a Thick White Blanket Over the Frost-Bitten Countryside and Icy Gales Tune Up the Crooning Harps of All Outdoors, the Average Motorcyclist Stows His Mount Away Carefully and Dreams of Better Days—but There Are Exceptions. Up in Little Falls, N. Y., a Stout-Hearted Squad of Roadsters Ride the Winter Through, Togged as if for Polar Exploration and Happy in the Knowledge That They Are Masters of the Thousand and One Obstacles Which Come with Ice and Snow and Biting Winds. Get Acquainted with Them in the Following Article. They are all Worth Knowing and Spears Introduces Them Cleverly.

By R. S. Spears.

KELSEY has a coal fire down in his garage on Main street in Little Falls, N. Y. It burns and glows and exudes warmth around the expanding souls of some three score of motorcycle riders who gather there in little groups of an evening to talk stunts and 1914 models and plan about going somewhere. Kelsey's crowd is "some bunch" of riders, and among them they rode 300,000 miles last summer. There is "Dutch," for example, whom no motorcycle company has discovered yet; but some day he will be discovered as the hardest rider anywhere around. There was a celebration here last summer, and a motorcycle race, and "Dutch" competed. The distance was ten miles, from St. Johnsville to Little Falls. There wasn't a newspaper man who had the nerve to print the time—that's a fact. "Dutch" made the distance over rough and winding roads in less than eight minutes. What wouldn't "Dutch" do on a real track, or in another road race in the right kind of company!

"Why, say, you know, I kept in sight of 'Dutch!'" that's the way speeders boast around Little Falls.

The boys gather around and talk. It is the most interesting conversation heard anywhere in these parts. Some of the boys would rather come down to Kelsey's and talk motorcycle than go to see their sweethearts. But sitting back on the outskirts of the talk, so to speak, there are five or seven of the boys who rub their fingers and hunch up their shoulders at intervals. They give all the signs of being cold and of starting the blood circulating. These are the "snow-drifters."

How and Where It's Done.

Snow-drifting means riding around on a motorcycle in snow of any depth desired. Take it on a nice cool "Black River thaw" day, and it is some riding. In the foothills of the Adirondacks a "Black River thaw" is a gale of wind with the thermometer less than zero. It's some job, at that low temperature, to keep the engine going fast enough to keep it warm. Incidentally, a blizzard will cool a man off, just the same as it cools an engine off. An hour's ride in zero weather will cool a man off so much that it'll take a week to get the frost out of his joints. Nevertheless, rounding up to Kelsey's garage there are the trails of single-trackers, night and day.

It requires some experience to get anything to wear that will enable a man to ride in such weather without freezing to death. Even the face must be covered in zero weather; a sheepskin heavy shirt, sweater, jacket, three pairs of woolen drawers, heavy trousers, and felt boots with rubber overshoes are the least a rider should wear. On his hands he should have bearskin mittens and gloves of wool or dogskin. Goggles may be worn, and a muffler or a driver's hat, covering all but the eyes. A long thin nose freezes quicker than a short flat one, of course, but both will freeze if they aren't properly protected. The garb of the log-hauling teamsters is about the best foundation for a motorcycle winter riding habit—and then some! Log haulers go about four miles an hour, and one rides ten miles an hour on the motorbike—and not much faster.

Pointers for the Beginner.

The colder the riding, the easier it is. There are different kinds of snow as the rider soon learns. Snow is snow, of course, but there are more varieties of snow than the mere mudlarker ever dreams of, or the good-roader ever could possibly learn to know. Take the first snows of the season; they discourage the faint heart of the half-frozen beginner. In the first place a beginner at snow-drifting never dresses warmly enough. That's because there are so many things to attend to and think about. It takes about a month of snow-drifting to find the proper garb. For example, three layers of thin woolens are better than one layer of thick ones.

Referring to variety, it should be said that the different kinds of snow are mighty discouraging, too. Just when a rider has mastered nice, packy, skiddy "first snow," along comes "corn meal." This is a cross between sleet and No. 4 shot. There is as much difference between riding "corn meal" and "packy" snow as there is between riding sand and showered clay. Packy snow is the kind boys make snowballs of, and if one can learn to ride that, he can ride anything in the snow line, barring the snowshoe depths. When a blizzard has come along and laid the snow in ten-foot drifts and the roads aren't broken yet, it is just about impossible to ride a motorcycle through. That is why, during a blizzard, all the boys wonder when the snow-plow is going to come through. They admit that they haven't found snowshoes adapted to motorcycle service as yet, but they have hopes. Real ingenuity can work wonders.

When Chains Are Needed.

Every one who knows the snow country knows what the motorcycle rider is up against when he tries to ride snow. Except where travel is very heavy there are simply two ruts in which the sleigh runners go. The bottom of the ruts is about eight inches wide, with a runner slot, through which the latest pair of bobs traveled. Now the way to ride such a road is to keep the motorcycle in the rut, and keep it going at all costs. That sounds mighty easy, but—well, the boys who have ridden across the sand plains in the wheel ruts know the problem of balancing. In snow it's all that sand ever was—and more. In addition to the dead opposition of sand, there is the slippery opposition of the snow.

Packy snow is like riding on beef tallow, with a layer of vaseline on top. One puts on chains, and sometimes, if the temperature is just right, the chains gather up hunks of snow and make ice of it which then hangs on. That makes music all around inside the forks, and a tintinnabulation on the mudguards. Also, when a chain breaks, there is music of a metallic sort and the human voice lifts itself in impiety.

Snow-Drifting a Necessity for Some.

The difficulties are all there, more of them than any one rider is likely to remember in one sitting around Kelsey's stove. All the snow-drifters talking at once, and for three hours steadily, will give one a confused idea of what snow-drifting really is. Nevertheless, they continue to go forth snow-drifting, so it is certain that there is sport in it—red-blooded sport, at that. There are days in the good old winter time when it is just as good riding as in midsummer. Take a day when the roads have been well packed, and the snow is well frozen, and there is no thawing, and there is not much difference between snow riding and good road riding, except that if one does strike a little rounded hummock of ice he may slip. Even "Dutch," wild rider of the Mohawk, doesn't make more than thirty miles an hour when he goes snow-drifting.

Snow-drifting isn't always done as a matter of sport. Utica, "a little suburb" of Little Falls up at the head of the valley, has level streets and a dozen or more motorcyclers of that place ride to and from their work every day, in all kinds of weather. They don't ride very fast, of course, because when they want to stop quickly they slide about three rods after the drive wheel stops turning—but sliding on snow doesn't damage the tire very much. In Little Falls there is only a little business riding, most of it being done for pure fun.

Nevertheless, "Hip" Hildreth, local baseball pitcher, who has a farm out on the Herkimer-Middleville road, runs out every day or two to help feed the cows by way of keeping his pitching arm in practice. He takes his wife with him, too, and makes fourteen miles in thirty-six minutes, when he has to go in a hurry. He has done this through slush, of the kind that "Angola" Gale has been making famous.

The Real Difficulty.

As a matter of fact, the main difficulty of snow-drifting is psychological. If a rider makes up his mind that it isn't any harder to ride through snow than it is to ride on a wet pavement, he will have little more trouble in doing one than the other. The worst snow, in my opinion, is the packy kind, which lets a wheel slip, skid and turn. The rear wheel has a tendency to try to swing around and pass the front wheel. If one is not careful, he will take the ditch quicker than a wink. If one is riding in a snowstorm, the flakes may force one to close his eyes a half second, and when they are opened again, he may find himself heading back up the road—so quickly does the motorcycle turn if it once gets started.

Now that the roads are in pretty good shape, with hard bottom, snow-drifting is going on all the while. A dozen enthusiasts get their machines out every once in a while and take a run. Of course, in these late January and early February days, a good many of the motors and wheels are back in the factory, being overhauled. Many boys thought it would be better to have their engines and machines overhauled now than to wait till the spring opening to find out if there was anything the matter with them. The best riders all send their machines to the factory between the hunting season and the fishing season.

Hunting an Added Attraction.

Some of the local boys have out lines of traps to catch fur. They find that they can run a line of fifteen or twenty miles in three hours, which if covered on foot would take them all day. With mink bringing $6, skunks $4, muskrats 60 cents, foxes $6 and ermine a dollar, a dozen or so traps placed well may pay for all the gasoline, oil, extra garments and hour wages. There are a number of riders in this part of the state who put out long lines of traps on their motorcycles, and made good pocket money, besides having the fun of sporting around.

After all the fair-weather and sunny-day riders have swung their machines up out of the way, Vedder, Kelsey, Hildreth and half a dozen others tune their motors up, and go forth into the highways and the sledways. Of course, they have to wait a while before starting, after they have their motors running, for it takes a long while to heat a motor up, and get the power out of it, in zero weather—but they say it pays to do that kind of riding, and they laugh the fair-weather dust-eaters to scorn. They ride the winter through, and the only thing that really holds them up is when the snow is drifting too high and the sledways are full of loose piles. Then they settle down around Kelsey's big store and talk it over to their hearts' content.

NEW CLUB ORGANIZERS

Among the dealers, agents and repairmen who are brightening their own prospects and boosting the F. A. M. by organizing clubs are Hecht Bros., Chicago Heights, Ill.; C. E. Snyder, 116 South Frazier street, State College, Pa.; Earl J. Crawford, Crown Point, Ind.; Richard J. Morgan, Van Wert, Ohio; Chester W. Siegmund, San Juan, Porto Rico; Benjamin C. Allen, 1311 Main street, Houston, Tex.; J. W. Gardner, Fort Gaines, Ga.; Ora C. Clossen, 208 East Main street, Chanute, Kan.; Clarence A. McCraken, 20 Twelfth street, College Point, N. Y.; Minto & Evernham, Austin, Minn.; Staples Motor & Supply Co., Staples, Minn.; Cade Long, 10 Phoenix avenue, Tulsa, Okla.; Henry C. Vollmer, 151 North Queen street, Lancaster, Pa.; Davis & Terhune, 617 Ohio avenue, Wichita Falls, Tex.; Charles C. Morton, 106 Garden street, Mount Holly, N. J.; C. R. Kingsbury, Waverly, N. Y.; G. M. Rickett, Mt. Pleasant avenue, Lancaster, Ohio; M. B. Lucet, Ferndale, Cal.; George M. Keller, Box 14, Fort Morgan, Col.; J. W. Johnson, care of Southern Pacific R. R. Co., Tucson, Ariz.; Russell E. Alexander, 42 West Johnson street, Germantown, Philadelphia, Pa.; Dale McNally, Ladysmith, Wis.

Members of the Kansas City M. C. in Front of Their Headquarters.

BAY RIDGE RIDERS AT HOUSEWARMING

Event Marked Formal Opening of Comfortable New Quarters, and Was Featured by the Attendance of the Ladies—Other Ladies' Nights Promised—Trophies Presented to Winners.

WITH about 75 members and guests present, the Bay Ridge Motorcycle Club, of Brooklyn, N. Y., held a housewarming Saturday evening, January 31, to mark the formal opening of the new rooms at 3621 Fort Hamilton avenue. This was also the first ladies' night of the Bay Ridge club, and in this respect the program was a decided success. Secretary Hartig stated that the club will have ladies' nights at regular intervals. "In fact," said the popular club worker, "if we don't let the ladies in on some of our social gatherings they will not let us come out nights."

The new clubrooms are cozy and attractive and were especially so on this occasion. Small electric lights of many colors were strung about the rooms. After the refreshments had been served, Robert Campbell, president, delivered a short address at the close of which he presented four handsome cups to the winners in the club's tour contest and in the annual race. The fact that the first award for both contests went to William Kaiser, and the second to William Moers, seems to give ample proof that they are the most capable riders in the club. One of the cups was donated by President Campbell, one by "Busy Bob" Brazenor, the Brooklyn Harley-Davidson dealer, and the other two by the club. Kaiser's time in the annual race from St. George, S. I., to Camden, N. J., was three hours and five minutes, and in the tour contest he participated in all but one of the forty runs. Kaiser rides an Excelsior and Moers an Indian.

Robert Campbell was in charge of the refreshments, while Chairman F. W. Reller, of the house committee, captained the forces which were kept busy serving. Between the dances, which followed the speech-making, Kaiser and Moers treated the "house" to drinks.

THE VELOZ CLUB OF HAVANNA

Motorcycle enthusiasts of Havanna, Cuba, forward the following report of the annual election of the Veloz Club, an organization composed of cyclists and motorcyclists: J. Fervienza, honorary president; A. Gonzales, president; C. M. Seidel, vice-president; C. Penagos, treasurer; N. Sopena, V. Perex, G. Martinez, F. Penagos, A. F. Cifuentes, C. Picnel, C. A. Silva and J. Duran, governors; D. Pinon, general manager; J. B. Arias, cycling director; C. Lopez, motorcycle director. About the middle of February the motorcycle section of the club will hold a 100-kilometer (62.5 miles) race to decide the championship of Cuba.

SIOUX FALLS M. C.

Members of the Sioux Falls Motorcycle Club, of Sioux Falls, S. D., are working on plans for the formation of a state organization. The purpose of the state body will be to meet in Sioux Falls annually for a tournament of race meets and other events. A number of representatives of the Sioux Falls club recently made a trip to Mitchell over the Scenic Highway. They hope to interest the riders of that city in a tour to be made in the early summer. The proposed route crosses the Missouri river at Chamberlain, then passes through the "Bad Lands" and ends in the Black Hills. Many of the Sioux Falls riders are planning to join a proposed tour to be made by Minneapolis riders to Denver. Excellent roads with long level stretches and few hills make motorcycle riding in South Dakota a genuine pleasure.

ROCKFORD SHOW CLOSES

The annual motorcycle show held at the rooms of the Rockford Motorcycle Club, East State street, Rockford, Ill., closed on January 20. The clubrooms were thronged with visitors while the machines were on display and a number of sales were closed.

ANSWERING THE CALL OF THE WILD BY SIDECAR

Four Hardy Ohioans Spent a Week at a Hunting Cabin, Using a Motorcycle with Sidecar for Practically all of Their Trips and They Are Back Home Now with Increased Respect for the Prowess of the Motor Two-Wheeler—If You Are a Duty-Chained City Dweller You May not Be Able to Duplicate This Outing, but You Can Come Pretty Close to It These Clear Crisp Days, if You Are Properly in Sympathy with Your Motorcycle—Glance at the Picture of the Boys Rolling off with Their Guns in the Sidecar and See if Something 'Way Down in Your Inner Consciousness Doesn't Let Out a Little Yelp of Pure Joy!—It's Worth While as an Experiment.

By the Camp Scribe

Exchanging Reminiscences Before the Open Fireplace at Night.

IT may prove to be a pretty hard job to make a city motorcyclist understand just how much he is missing through not getting out into the open places and giving his motorcycle a chance to show its true spirit, but I believe the task is worth while. That's why I am tackling it. You see, I have been something of a city pavement rider myself (not because I am afraid of bad roads, but because my duties keep me pretty well restricted), and I was so enthusiastic over the whole program when once I learned the joys of roughing it that I decided other motorcyclists would be interested in my observations.

I am not especially keen, nor do I pretend to be a vivid descriptionist, but when I am deeply impressed I manage to make myself understood, even if it becomes necessary to throw my cap in the air and let out a whoop. That's what I did—just that very schoolboy stunt—when we pulled up at our cabin with the Yale snorting belligerently and the sidecar loaded to the gunwales, so to speak. The other fellows also were ready for a frolic, and although we had made an 18-mile run over snow-covered roads we wrestled all over the porch and pelted one another with snowballs before settling down to the more serious business of setting the camp to rights. We had simply been given a new lease of life, that's all.

This Picture Shows the Hardy Quartet Ready for the 18-Mile Run Over Snowy Roads to the Hunting Cabin.

Putting a Yale to the Test

Here I have been rambling on about the psychological side of the outing without giving a word of information as to how we came to be scouting in an "almost-wilderness" in a Yale sidecar outfit, with six inches of snow on the ground and a crisp nip in the air. Pardon me, and consider a few of the prosaic details. One of the boys had a hunting cabin about 18 miles from Dayton, Ohio, and it suddenly struck him one nippy afternoon that a week's hunting in the hills, with the cabin as headquarters, would afford just about the finest sport imaginable. He got in touch with three friends, of whom I have the honor to be one, and in little or no time the whole program had been framed up. The chap who owns the cabin was a bit incredulous about the ability of the Yale and sidecar to carry our party of four out to the cabin over the winter roads, but Jes Campbell (you could hardly pull off anything in the State of Ohio without counting Campbell in), said that we would be foolish to bother with an automobile or a horse and wagon outfit.

We took Campbell's advice and in due time gathered for the start. One of the smaller accompanying photographs shows how we looked as we got under way. We did not take the trouble to fit tire chains, but the worst grades we encountered along the route caused no uneasiness. The going was a trifle slithery in spots, but we stuck to the trail and made fair time. After our first outburst of enthusiasm upon reacing the cabin we set about preparing for the evening meal, and you may believe me when I say that we were a hungry quartet. You will note in one of the larger pictures that one of the boys is returning from a wood-chopping expedition with an axe on his shoulder, and that another member of the party is leaving the cabin to fetch a pail of water. Looks homelike, doesn't it?

Settling Down to Camp Life

It did not take us long to settle down to camp life, and it goes without saying that we slept like the proverbial log on that first night. An 18-mile run over snow-covered roads, a good meal, a friendly pipe before the open fireplace and an hour's chat about hunting plans, ought to put any man in a mood to sleep peacefully. It worked perfectly with us, anyway.

We had seen to it that the cabin was well stocked with eatables—and that drinkables were not entirely overlooked, so it did not take us long to frame up a dandy little breakfast the next morning. Then we cast lots to see who should wash the breakfast dishes and Ivan Jacobs (yeah, Jacobs was there, too), was elected to handle the job. He got away with it after a fashion, but growled like a bear-cat all through the operation.

Then two of us set out with our guns for a short hunting trip. We did not expect to bag anything worth speaking of in the immediate vicinity of the cabin, but took a chance just for the fun of chugging away in the sidecar outfit. The second picture of the smaller pair shows us leaving the cabin behind, with miles of hills and woodland spread out around us. We had some of the sensations of explorers, and we also had the pleasurable knowledge that we would be able to find our way home. That counts for something. We bagged half a dozen rabbits and two squirrels, and decided to let it go at that. We were not there to wipe out all the bunnies and bushytails in the countryside, but simply to enjoy ourselves, so we headed the motorcycle for the cabin and arrived in time to prevent the other boys from eating the last fragments of a carefully-prepared meal.

A Week of Freedom from Care

That's about the way things went during the succeeding week. Two of us would go off with the sidecar outfit and the guns, while the others were resting up, and by changing about we managed to distribute the fun as well as the scanty housekeeping which was necessary at the cabin. It was a case of sleep well, eat well, play well and work when nothing else could be done, and in my humble opinion no one can beat that schedule. At any rate, it scored a hit with us. We were on the go all day long, and while our final showing for the hunting trips was nothing remarkable, we were not disappointed. We had come out for amusement and a change of scene and in those respects our expectations were more than fulfilled.

If there is anything that sounds better in the ears of a true motorcyclist than the purr of his motor on a crisp morning, when the woods are so still that you can hear a rabbit crack a twig twenty rods away, I'd just like to know what it is. Yes, sir, I would! All around you is woodland, rolling into the hazy distance, and at your feet is the road—marked only by the wheels of your own machine. What can't a reg'lar feller imagine under such conditions? Gee! there's no limit to the satisfaction of simply slipping into the saddle of your mount and looking around you, wondering which turn in the road will bring you adventure. I've done it, so I know whereof I boast. Let me tell you that the motorcycle never gets a real chance to let itself out in bare city streets and over muddy suburban lanes; you should have heard that Yale of ours bark and snarl and paw the snow every time we made ready for a little trip. It was music in our ears.

Plenty of Variety in Camp Life

You might suppose that camp life would become rather tame in a week for a quartet of city dwellers, but don't entertain any such idea. We hated to think of Saturday coming around, because we had sort of grown into the belief that the cabin was going to be our home for all time, and that the sidecar outfit was going to hustle us hither and yon through all the days of our lives. It just goes to prove that there is a strain of the backwoodsman in each of us, and that it will come out if given half a chance. You don't have all the "modern conveniences" in a backwoods cabin, but you don't need 'em. There's real enjoyment in trotting down to a spring and cracking the ice before you can draw a pail of water—if you have the proper mental makeup, and we did. Some folks might not like that sort of thing, but those same folks wouldn't find anything enjoyable or exhilarating in a ten-mile spin on a motorcycle, with the snow churning about the footboards and a fifty-mile gale painting the tip of your nose a deep cherry red, so what's the use of bothering with 'em? They have a lot to learn about the really big things, that's all.

One of the accompanying pictures, probably the one that makes the strongest artistic appeal, is the one which shows us lined up in front of the fireplace after the supper dishes have been stowed away and the pipes are going full blast. Gee! but that is a scene to live in the memory! It's wonderful what a lot of things four men can find to talk about when there is a fire crackling in front of them and the pipes are pulling well. And if they are motorcyclists—well, we had to hold a caucus and then take a straw vote every night before we could decide to roll under the covers.

Understand, I don't claim that the outing would have been a failure without the motorcycle and sidecar, but I'll bet a new ear-cap that it would have fallen off about 60 per cent. in interest. There is a certain fascination in knowing that a sturdy steed awaits you at the door, ready to whisk from Here to Over There in jig time, and that the trips you make cost you next to nothing. If you don't think so, give my theory a tryout.

Two of the Boys Performing Their Camp Duties—They Really Worked at Times.

TO IDENTIFY RIDERS

Fremont, Ohio.—The Fremont M. C. has voted to issue tags to be used on all motorcycles in the city, for the purpose of identification. The club stands for the enforcement of traffic regulations, and it is believed that the best way to enforce such regulations is to furnish some means of identification. Numbers from 1 to 40 will be secured and they will bear the inscription, "F. A. M. 1914."

Two of the Campers Off for a Short Gunning Trip. See Article at Left.

NEW TORONTO CLUB

Toronto, Can.—One day at the annual Motor Show, which will be held from February 14 to 21, is to be designated as Motorcycle Day, on which occasion local and visiting motorcyclists will appear in formal dress. The Toronto Motorcycle Club, Inc., is preparing to hold a banquet in the main building of the show on this day.

READING M. C. BANQUET

The Reading M. C., of Reading, Pa., held its third annual banquet at Brownmiller's Cafe, on January 28. The new officers of the Reading club are: Robert B. Haenchen, president; Frank W. Bartley, vice-president; Charles H. Hart, treasurer; Lewis P. Allen, financial secretary; Guy Lyle, secretary; Samuel L. Killian, captain; Paul Eisenhower, first lieutenant; Charles Wisser, second lieutenant.

NEW REGISTERED SHOPS

Robert C. Hayes, of Plattsburgh, N. Y., and O. A. Hamilton, 624 Front street, Toledo, Ohio, are reported by Secretary Gibson as being the latest motorcycle dealers to take out F. A. M. shop registrations.

REGISTERED DEALERS

The F. A. M. will get out the second supplement to the 1913 booklet of licensed motorcycle repair shops on May 1, 1914. Any repairman desiring to have a change in his registration made in this booklet should communicate with Secretary Gibson, Lock Box 947, Westboro, Mass., without delay.

The Providence (R. I.) Motorcycle Club will hold its annual smoker and Dutch supper at the clubrooms, 522 Broad street, on February 8.

Other DEALERS I HAVE MET

The Brighter Side of the Situation from the Rider's Viewpoint

by "The Tourist"

AFTER dwelling at perhaps undue length on the mistakes made by certain motorcycle dealers whom the tourist has met in his wanderings via the two-wheeler, it is really a pleasure to turn the page and examine the other side of the account. No one likes a fault-finder, and it is not my opinion that dealers as a class deserve criticism. I believe that nearly all of them are sincerely anxious to please their customers, realizing that there is no better form of advertising. And I trust that most of them desire to render full satisfaction from higher motives than the selfish "best policy" idea.

The following incidents—some of which occurred in my home town, some in other parts of the country—will serve as illustrations. No one of them is very important, possibly, but after all it is the little things that count most. The dealer who is willing to lose a small profit in winning a new customer, or in keeping an old customer satisfied, may more than get it back later on through the sale of several machines. A rider who has been well treated by a dealer is not going to be quiet about it any more than if the treatment accorded him had been along the "road-agent" line.

How One Dealer Scored a Hit.

As I recall it, a broken saddle frame first introduced me to one dealer; possibly he didn't realize it at the time, but his mode of business made a big impression on me. He sold a different machine from the one I was riding and he may have known that I was not satisfied with it and was thinking of changing. Be that as it may, he loaned me another saddle, so that I could continue riding, and ordered a part to replace the broken one from the factory. In due season it came, and my old saddle was returned to me, all put together. I asked for the bill; it read something like this, though I may have forgotten the exact figures:

Part for saddle	$0.45
Total	$0.45

"Where do you come in on that?" I demanded. "How about the time?" for I knew from personal experience that you cannot dissect a motorcycle saddle and put it together again in two or three seconds. Furthermore a repair bill with no "time charge" had been a rare bird in my previous dealings.

"That's all right," he said, and ordered his assistant to put the saddle on my machine.

Incidentally I might add that the following spring he sold me a twin, and that I am now signed up with him for a two-speed mount for the coming season. Not *merely* because I liked his treatment of me, for what I really wanted was one of his machines—but that saddle experience did not make me any less willing to buy.

Saving the Tourist's Time.

It is my belief—and I think that most riders will agree with me in this—that a tourist should receive special consideration. The time element is usually vastly important to him. He may have a limited number of days at his disposal; likewise a limited amount of cash; and to be held up for a lengthy period is terribly hard on both commodities. In addition there is nothing more vexatious to the spirit. The tourist (?) whose longest trip is perhaps less than the seasoned veteran's record day's run rarely, if ever, has to face such an emergency. But when the total mileage of a tour runs up into thousands of miles, the rider will be fortunate if he is not held up at least once by trouble of some kind. Motorcycles are reliable, but nothing made by man is yet perfect.

Here is the point I am getting at: If a tourist happens to be in trouble, the dealer should be willing to do his work as soon as it is humanly possible, regardless of all things else. The tourist cannot afford to loaf around a strange town two or three days, waiting for the repair department to clean up all back work before attending to him. He wants his work done promptly, and, within the limits of reason, it should be.

FRANK MERRITT

The writer, when on a lengthy tour, once limped into a fair-sized town about six o'clock in the evening with a fork that had gone bad. The agency seemed to be simply swamped with work, for on the following day, which was Sunday, the local club was to hold a run, and various machines were being tuned up for the event.

"I know you don't want to be delayed," the proprietor told me, "and I'll see that you are fixed up. It will help a lot, though, if you start in now and take the thing down yourself."

I did so, and then went off to supper. Next morning, when I went around to the agency, my machine was ready for me. That is one way of doing business, but I venture to say that in more than one shop my motorcycle would have remained untouched until Monday morning.

"Knocking" Is Going Out of Style.

A tourist of my acquaintance was stopping a few days with relatives in a small town where motorcycles were not especially common. There was one "side line" agency in the place, though business was not good enough to warrant that dealer's keeping any stock of parts on hand. This rider needed a part, and badly, too, as he wished to use the machine in short local trips and planned soon to continue his tour. He himself took the broken part out of the machine and went to the agent to get another. There was no chance of a big profit in the transaction, for the rider intended to do all the work by himself, but the dealer was just as interested in fixing up the difficulty—the rider was a total stranger to him, remember—as though it was the sale of a new machine. He didn't have the part on hand, but he got it from the factory in record-breaking time. The quick work on the part of both dealer and factory did much to soothe the rider's ruffled feelings over the broken part and the resulting delay.

One reads much about the "knocking" of one make by the agent for another. I am glad to say that I have not heard much of it, in late years at least, though goodness knows it used to be common enough. I was talking with one dealer over the sorry failure a certain motorcycle had made—and it was one with a good reputation, too—when he remarked that a prospective customer had compared that make to the one he was trying to sell, somewhat to the disadvantage of the latter. I asked if he had told how this one machine of that make had failed to deliver the goods.

"No," was his answer, "I wouldn't gain anything by that. He'd say I was knocking; and I've found out that I can't sell my motor by knocking the other dealer's. The fellows that buy are getting wise now. They buy on the merits of a machine, not because of what one agent says against another."

Wise Agent Plays No Favorites.

You might change that, it seems to me, to read, "The *dealers* are getting wise now." Experience has taught them that it is the poorest kind of poor business to knock a competitor or his machine. I have often stopped at the agencies of motorcycles other than the one I was riding, and I have usually found the dealer just as anxious to accommodate me as if I rode his own make of motorcycle. I shall not soon forget how a man, who represented a machine that is generally regarded as a very dear rival of the motorcycle I ride, worked like a Trojan all through his noon hour to help me get back on the road after a serious mishap. There was a sort of agent for my make in town, but he had shut up shop and gone off no one knew whither. It is a poor bid for custom for a dealer to go away leaving his shop closed while others are doing business. The man who wishes to buy something, and who finds the place closed, will go elsewhere to buy it if possible. And the next time he will probably go to the second shop first.

"Smith was closed the other day," he will reason. "What's the use of going around now? Probably closed again," and thereby Smith has lost a customer for all time.

More than once I have had occasion to bless dealers who have kept their shops open for a few hours on Sunday morning. I don't say that we riders have a right to expect a shop to be open an hour or two on Sunday, for the motorcycle agent is just as much entitled to his day of rest as anyone. But the rider whose Sunday trip is in danger of being spoiled through lack of a supply of gas or oil, a plug, or some small part, will surely appreciate the fact that "Smith" keeps open from eight to ten on Sunday.

Catering for the Holiday Trade.

Some dealers make it a rule to keep the office open at least a part of the time on Sundays and holidays, but never do any repair work on such days. That rule, however, is occasionally a trifle elastic, so that it can stretch enough to cover special cases. I think that no motorcycle shop (provided its owner wishes to get all he can out of the business) ought to be shut up entirely on holidays. Those are the times when every rider is out, and there is a chance of getting a fair bit of tourist trade. The day's business may not amount to a great deal from the financial standpoint, but every tourist who stops has learned the location of a live-wire shop, and he may drop in again when there is more money in it for the dealer. Whereas, if he has to hunt up another place to get his oil or gas, he will speedily forget that the closed shop is anywhere on the map.

One hears frequently these days about the "service" end of a motorcycle business. Nothing is more necessary and nothing will do more to keep riders satisfied, save, perhaps, the ownership of a motorcycle so good that there is no need for service from the dealer. In the course of my motorcycling experience, I have bought machines from several different dealers, and in every case have received nothing but the best in the way of service. Indeed, it has often seemed that the dealer was giving more than anyone had a right to expect. For my part, I have always tried to treat the dealer fairly; if he has omitted an item from a bill, I am as quick to call his attention to that fact as if he had included an extra item or two which did not belong there. No one has the slightest respect for a man who will permit a poorly paid clerk in a store to give him too much change; the amount of the mistake will come out of the clerk's pay at the end of the week. And the type of cheating is exactly the same if a rider pays $2.50 when he knows the bill should be $3.25.

How Repair Money Was Saved.

Some dealers of my acquaintance have shown themselves willing to lend a machine to a customer now and then, when the latter's mount chanced to be out of commission. Note that the word was *lend,* not *rent.* Of course, in such instances the dealer had absolute confidence in the rider's ability, and knew that there was no danger of the borrowed machine being smashed through careless handling.

The most unexpected service I ever received happened in this way. I was a good long distance from home, when trouble overtook me, an important part of the machine going hopelessly bad. The bill for repairs amounted to about $7, though that included a new pair of rubber grips, the others having been worn out through strenuous use. I sent the receipted bill and damaged part to my home dealer, asking him to try to get a replacement for me from the factory, as I thought the guarantee should cover the part.

It was some weeks before I returned home, and I was considerably surprised when the dealer handed me a credit slip from the factory for the entire amount of the repair bill, replaced parts, new grips, time charge, and all.

"How did you ever get that?" I demanded.

"Oh, I did quite a little writing about it," was the reply, "and they finally came across. I don't quite see how it happened myself, for they've never done such a thing before and they said very decidedly that they never would again. I guess you're just a lucky guy."

Perhaps I was lucky, but I think the luck lay in the fact that my agent had interest enough in the matter to put himself to a considerable amount of trouble in my behalf.

Compressed Air as an Asset.

There is one little service that I have met in but one motorcycle shop, though it is common enough in garages. I refer to a compressed air tank for inflating tires. No one especially likes to fill his tires with an ordinary hand pump, and I cannot think of any other device that would do more to attract riders of all makes of machines than a compressed air tank, kept up to at least fifty pounds. Riders would be sure to drop in from all over town to fill their tires, and a good proportion of them would do some trading there. It would never pay, of course, for the proprietor to imply by word or action that the free air service was for the use of his regular customers only. That would drive away trade, rather than bring it.

In the one case referred to, where the shop was supplied with compressed air, my fellow tourist and I found it of great value for blowing a slight obstruction out of the pilot jet in his carbureter. Just a word of advice here to all owners of shops not equipped with compressed air. Have a good pump for the use of your patrons, and see that it is kept in proper condition. It should have one of those patent attachments so that the end of the tube can be slipped over the valve stem without waste of time, and the tube, leather washer, and all connections should be absolutely airtight. This is a small matter, but it is important. I have visited shops where two pumps were kept on hand—one in good condition but in the repair department, and a poor old relic for the use of the public. And I have known of agencies where the public pump was just as good an article as could be obtained.

A Bulletin Board for Tourists.

Another branch of the service proposition which I have greatly appreciated is along the line of information on road conditions. When a dealer makes it a point to keep posted on the various roads that connect his town with all others of any importance within a hundred miles, he is in a position to render first-class service to both local riders and tourists. A bulletin board on which are recorded various matters of information is now to be found in more than one agency. If a particular section of country has an obnoxious speed law which is being enforced to the letter, the riders should know about it before sad experience drives the fact home to them. If some miles of a certain road are closed for repairs, they would prefer to be told of that fact before a trip is planned. And so on. There is nothing that a tourist will appreciate more than accurate and definite information about roads.

F. A. M. AIDS IN GEORGIA CONTEST

The directors of the F. A. M. have voted favorably upon the recommendation made by O. F. McLain, Chairman of the Legal Action Committee, to appropriate $50 for the aid of Georgia riders in fighting proposed unreasonable legislation in that state. Gus Castle, manager of the Atlanta Branch of the Harley-Davidson company, is among the leading workers in opposition to the obnoxious bill and he heartily welcomes the financial support of the Federation.

NEW COUNTY COMMISSIONERS

Included in the last weekly report from the office of the F. A. M. Secretary was the announcement of the appointment of the following county commissioners: Donald A. Magill, Bay City, Mich., for Bay County; Louie Beierwalters, Saginaw, Mich., for Saginaw County; Dr. A. C. Carney, Hamilton, Ohio, for Butler County; L. O. Rhoades, Bloomer, Ohio, for Bloomer and vicinity.

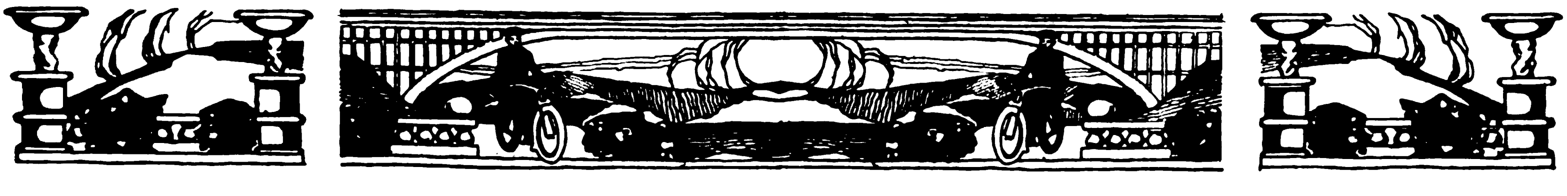
PLAN A NEW ENGLAND CLUB

A plan to form an F. A. M. affiliated club which will include all the New England states is being worked out by F. A. M. Commissioner Ludden, of Massachusetts, and E. M. Estabrook, chairman of the National Membership Committee. The club is to have its headquarters in Massachusetts.

NEW SANDUSKY CLUB

The Diamond Motorcycle Club, of Sandusky, Ohio, has recently been formed with 16 members. The clubrooms are located at 826 Market street, and the club has filed an application for membership in the F. A. M. The officers are: Fred Seiler, president; N. Coles, vice president; L. E. Milke, secretary.

The Indian line will be represented in Nelsonville, Ohio, for 1914 by T. B. Pritchard.



IT PAYS TO SHUN THE "BARGAIN" SPARK PLUG

Have You Ever Hesitated in Choosing Between a Standard Spark Plug of Reliable Manufacture and a Ridiculously Low-Priced Product Which at a Glance Appeared to Have the Earmarks of Efficiency? If You Have You Will Understand Why Rosebery's Straight-from-the-Shoulder Advice in the Following Article Is Timely and Justifiable. Hundreds of Recruits Are Now Joining the Ranks of Motorcyclists, and One Experience with a Plug of Unknown Origin May Spoil an Otherwise Whole-Souled Booster. The Dependable Spark Plug Is Never Nameless, and It Sells at a Reasonable Price. It Is a Safe Policy to Avoid the Others, Despite Bargain Rates.

By Stanley Rosebery.

IT is a lamentable fact that in our day the matter of price is too often permitted to overbalance the more important requisites of quality and general durability. The policy of buying an extremely low-priced article, even at the risk of ultimate dissatisfaction, is one which is encountered in every branch of trade, but the writer considers it safe to say that the consequences are likely to be more unpleasant in the motorcycle field than in any other. The motorcycle is a vehicle on which the rider makes long trips, frequently alone and often through sparsely settled country. If he has made a poor choice of an accessory, or a fitting, he may pay dearly for it in annoyance and perspiration, if not in actual injury. The writer's claim, then, is that it pays to buy a standard article, one that is known to embody dependable material and skilled workmanship, rather than an inferior one which may be offered at a very tempting price.

All reliable articles are not necessarily high-priced, but it is a fair wager that all extremely low-priced products are lacking in some essential. Good raw materials cost something, and when worked up into the finished articles, the expense is increased. To this may be added the costs of experimenting in order to get the proper materials and construction to satisfy the particular conditions under which the article is to be used. The result is that a very moderate selling price can be attained only by producing the articles in quantity, and even at that the price will not necessarily be a "bargain" one.

Bargain-Counter Accessories.

Bargain-counter articles in the motorcycle line can generally be classed as either of an abandoned pattern or made of inferior material, and marked by poor workmanship. In the first class come some very ingenious ideas which may or may not have worked out in practice, or which have been later improved upon by the makers. To these may be added the products of makers who have gone out of business, and, very rarely, samples which have never got beyond the drummer's valises. In the second class come articles whose component parts are made from discarded stock, "seconds," or even of remodeled materials which have been in use. These articles may be sold off to the jobber or dealer at a low price by reason of defects in machining, or because, like the Yankee's razors, they are "meant to sell." The chances of getting a satisfactory article at an extremely low figure are thus strong against even the experienced rider, and the novice has practically no chance at all.

Take the case of the spark plug, for example. There are a dozen different makes of the first class on the market, and one of the largest European supply dealers lists 19 more—all for motorcycle ignition. Yet there is no accessory that is made in more different patterns and by more different firms than the spark plug, as the outfit necessary requires only a small bench, a pair of pliers and a vise to assemble the various parts. Some so-called manufacturers do not even brand their product, selling it to cut-rate supply houses; others have one model of plug for all uses—motorcycle, automobile, motorboat and stationary engines. The result of all this is bewilderment on the part of the inexperienced purchaser, who is sold something which may or may not suit his needs. His only safe course is to buy one of what may be called the "standard" spark plug brands.

James Baxter, of the Baxter Sidecar Company, Worcester, Mass., Giving a Demonstration of How Easy it Is to Look Comfortable in One of the Roomy 1914 ***Model Baxters.***

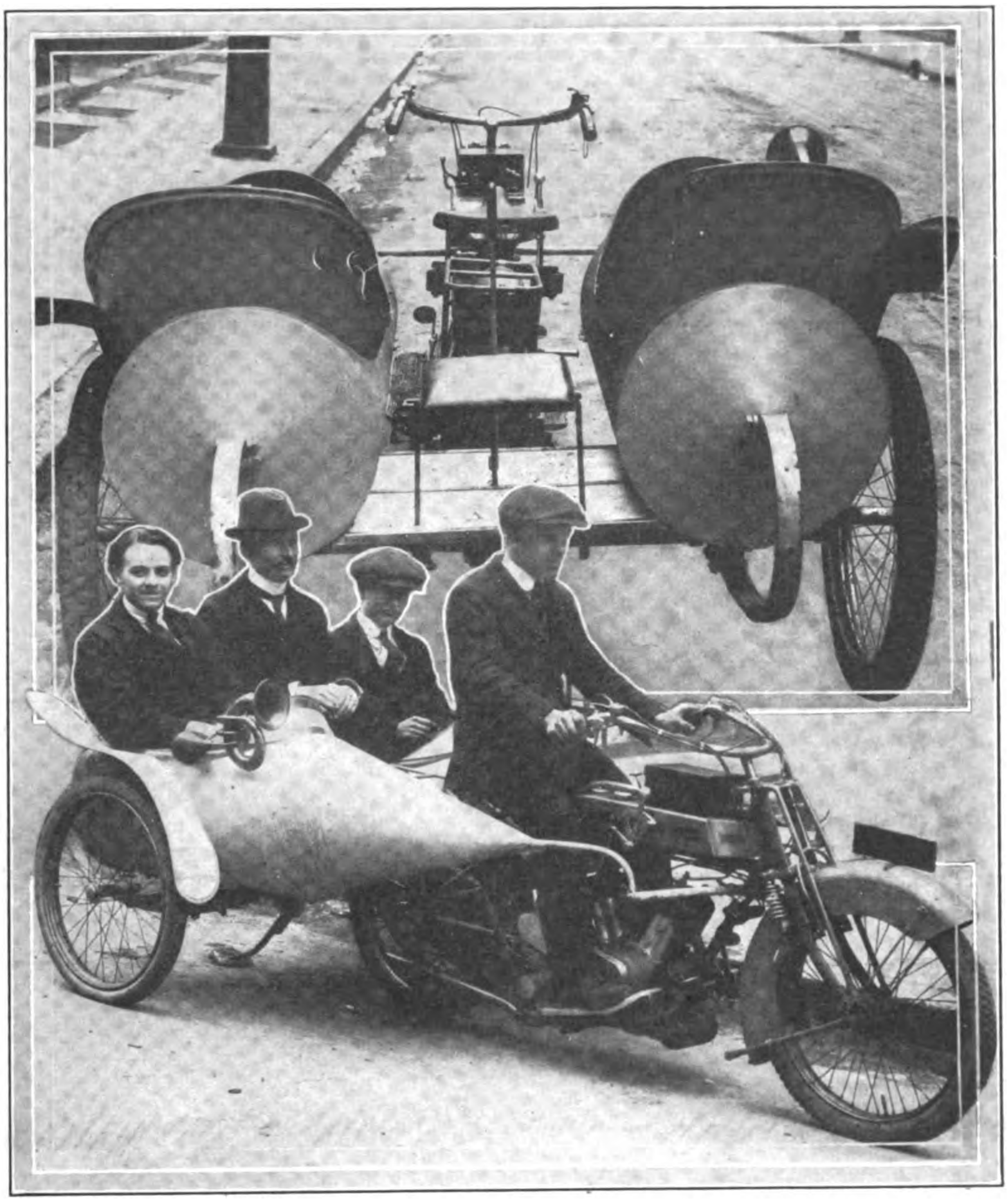
The Varying Threads.

To indicate what the motorcyclist is up against, let us consider general spark plug manufacture. In the automobile line, plugs are made with the following threads: ***metric,*** 18 millimetre diameter and 1½ millimetre pitch; *½-inch,* or standard pipe thread; and *⅞-inch* or A. L. A. M. thread. Naturally, none of these will fit into apertures designed for the others. The lengths of the outer parts of the plugs vary, as do the "reaches," or distances that the plug extends into the cylinder. The electrodes or points are made in a multitude of shapes, and for either battery or high-tension magneto ignition. To further confuse the purchaser, there are so-called magneto plugs which are useless for high-tension magneto service after a short time, but which would be O. K. for low-tension magneto systems. Such ignition systems are no longer used on motorcycles, and are rarely seen at all, even on old machines. The high-tension current will burn away the electrodes of battery and inferior plugs in a surprisingly short time.

Metric Plug Standard.

The standard motorcycle plug has the metric thread of 18 millimetres and 1½ millimetres pitch, the same as the automobile plug first mentioned. Automobile metric plugs can be used in motorcycle plug apertures, but there is rarely enough room between the end of the plug and the frame or other part of the machine to prevent a short circuit. Again, the reach of an automobile plug may be, and usually is, too great for a motorcycle motor and ignition is thus faulty. Hence the need of getting a good motorcycle plug for motorcycle service. Automobile plugs, other than those of metric thread, will not fit the motorcycle plug apertures.

But to many supply salesmen, a spark plug is a spark plug and they have neither heart nor pity for the purchaser who has delivered himself into their hands. They have only one model of plug, for example. It has a metric thread and is suitable only for battery ignition on automobiles. On learning that the purchaser uses a magneto they give him a plug with apparently more nickel-plating on the electrodes. The latter may look thicker, and it is only when they burn off that the buyer realizes he has been gold-bricked. Usually the plug of this character is just long enough in the body to cause mysterious missing by being very close to the tank or frame of the machine, or it may reach into the chamber so far that ignition is almost premature. The threads on the shell look well enough, but when the plug is once in place it almost has to be drilled away to get it out again. An examination of a very cheap plug will usually show up weak porcelains, ragged mica rings and like flaws.



Two Views of a Novel Italian Motorcycle Outfit; It Carries Three Passengers Comfortably, But Probably Gives Some Trouble in Steering.

It is to the credit of the great majority of motorcycle dealers that only good spark plugs are sold by them. The flim-flammer is a rarity, but there are really conscientious dealers who are deceived by cheap plugs. One case the writer knows of involved a well-known metropolitan dealer who ordered a lot of plugs, which from the sample looked O. K. On his selling some of them he found that they were an indifferent copy of a first-class plug, and even had a counterfeit trade mark of the same on them. They did not stand up well, and he exchanged them for the real article, suffering a loss as a result. The writer examined several of these plugs and found them made up of inferior mica discs, plated iron electrodes and fibre washers. The salesman has not been seen since.

Choosing the Proper Plug.

There are a few instructions, which if followed, will enable anyone to obtain the proper plug for his machine. For a magneto-ignited motor they may be stated as follows:

(a)—See that the plug has metric thread, and note that the threads are perfect. On standard plugs the container is marked "metric," but where there is any doubt the purchaser should compare the plug with one taken from his motor, laying the threads together for comparison. While doing this the diameter of the shell can also be noticed.

(b)—Look at the reach of the plug, again making comparison with the plug taken from the motor. If it is too great do not take it unless no other can be obtained. Look also at the length of the plug, noting whether it is so long as to have its terminal too near the frame of the machine.

(c)—See that the electrodes are the proper distance apart and large enough to carry the magneto high-tension current. The milled edge of a new dime will not pass between the electrodes of a magneto plug, but usually will pass between those of a battery plug. Finally, examine the plug closely for cracks in the insulation, and looseness of the parts. Some plugs get rough handling by the dealer without intention and may be defective, although shipped in first-class condition from the makers.

These instructions are for those who desire to experiment, or to whom the standard brands are unfamiliar. The best way in the end is to carry one or more spare spark plugs in the kit, after having found the most satisfactory types and makes for use with the individual motor. Then the rider will not have to stop and clean a fouled plug, but merely insert a spare one and go on his way with little loss of time. There will also be no question of choosing between several unknown brands, should the supply house or garage not stock the desired type. Above all things keep this in mind: The reliable maker must have a fair price for his product. He can never sell it for the price of a cigar, or thereabouts. When you are offered a spark plug, or any other fitting, at a ridiculously low price do not be tempted. Pass it up. You will probably have reason to be very thankful in the end.

QUINCY M. C. REORGANIZED

Quincy, Ill.—The Quincy Motorcycle Club met at the rooms of the Chamber of Commerce on January 29 to reorganize. The club has decided that all members must join the F. A. M., and in order that the advantages of F. A. M. membership might be clearly understood, an official of the Rockford M. C. was invited to address the meeting. The new officers of the Quincy club, who were elected at this meeting, are: Frank Kathman, president; Evans Morris, vice-president; John G. Wheelock, secretary and treasurer; Louis Fuelbier, recording secretary; Carl Futterer, road captain; Oscar Kathman, first road lieutenant; Clifford Mays, second road lieutenant.

It has been rumored that the City Council intends to pass an ordinance preventing the carrying of a passenger on a motorcycle, in any manner. The members of the club went on record as being opposed to allowing a passenger to ride on the tank, but a determined fight will be made against the ordinance in so far as it prevents the carrying of a passenger on the regulation tandem attachment. It is probable that the aid of the F. A. M. will be requested in combating the proposed ordinance.

SEATTLE M. C. NOMINATES OFFICERS

At a meeting on January 14, the Seattle Motorcycle Club, of Seattle, Wash., nominated the following officers: Dr. A. W. Hawley, president; T. R. White, vice-president; W. S. Sterling, secretary and treasurer; Carl Hassenpflug, second vice-president; Ray Cattrell, captain; George Brennan, first lieutenant; Will Pielow, second lieutenant; C. B. Pielow, sergeant-at-arms; T. P. Tremper, A. G. Taft, C. T. Hamilton, John Gorman, Merritt Scougal, W. G. Taft and A. B. Nelson, trustees.

NEW COUNTY COMMISSIONERS

The following county commissioners have been appointed in Ohio by the F. A. M.: Ashland County, R. V. Keen, 766 Sandusky street, Ashland; Summit County, William Coleman, 43 Bowery street, Akron; Seneca County, H. A. Jacobs, 116 Summit street, Fostoria; Allen County, C. M. Rousculp, 212 West High street, Lima; Ottowa County, A. H. Boss, Gypsum; Green County, Ed. Hunt, Xenia; Hamilton County and vicinity, G. F. Kendall, 236 North Second street, Hamilton.

Look at the drain plug every now and then. It may have become unscrewed or left open and it is not pleasant to lose your oil with the possibility of disastrous results far from a new supply.

RIDING ONE THOUSAND MILES ON A TANDEM

(Second Part)

Many Fair Friends of the Motor Two-Wheeler Would Become Active Roadsters if Certain That They Could Hop onto a Tandem Seat, Enjoy a Spin into the Country and Return with Dignity and Good Nature Intact. They Simply Remain to Be Convinced. In the Following Instalment of Her Article Mrs. Fowler Continues to Prove That Even on Long Journeys the Tandem Attachment Is Comfortable and Safe. Having Ridden a Thousand Miles on One, She Ought to Know. The First Instalment of Her Article Dealing with the Trip from Pittsburgh to Baltimore Appeared Recently and Proved One of the Most Fruitful Tandem Stories We Have Ever Printed.

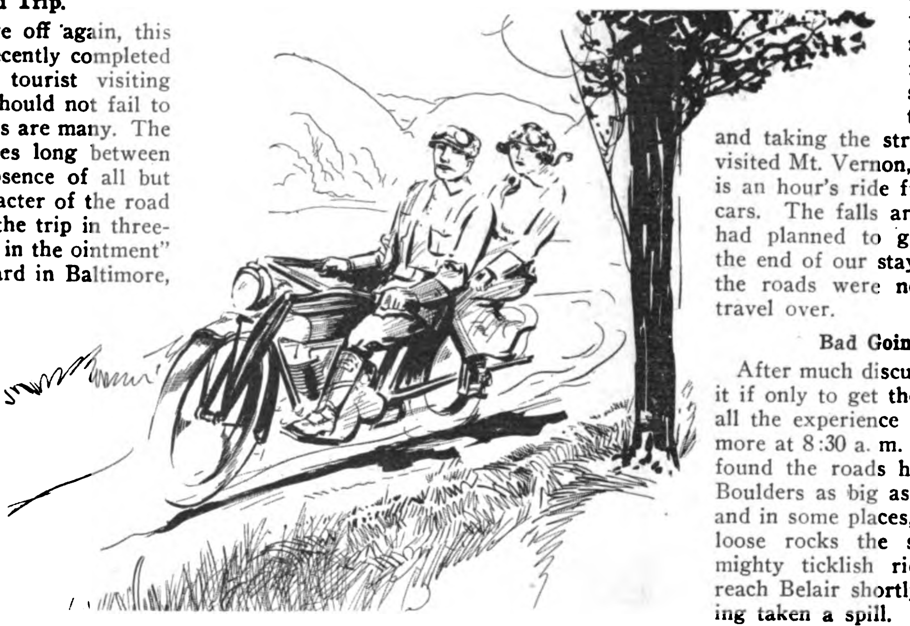
By Mrs. L. E. Fowler

FOR a week after our arrival at the home of my husband's parents, we were busy in many ways—I visiting my home, six miles out on the Annapolis Boulevard, and renewing old acquaintances, while Mr. Fowler started his work at the Johns Hopkins summer school.

Here I want to say that Baltimore justly deserves the reputation it bears of having the worst streets in the country. In all of our touring, we have yet to find a city or even a small town, whose streets are anything like as bad. The city, however, is making rapid strides, especially in the northern part, where there are many smooth streets which connect with some of the recently improved state roads. Notwithstanding the handicap of poor streets, the city has many motorcyclists and those we met were very pleasant fellows.

The First Week-End Trip.

The first week-end we were off again, this time to Annapolis, over the recently completed boulevard. The motorcycle tourist visiting Baltimore for the first time, should not fail to make this trip. The attractions are many. The boulevard is about thirty miles long between city limits. Owing to the absence of all but one sharp curve, and the character of the road surface, one can easily make the trip in three-quarters of an hour. The "fly in the ointment" is the approach to the boulevard in Baltimore, as one must endure some of the aforementioned cobblestones, but I understand that by the coming summer this will all be asphalt. Once out in the open, you pass many of the truck farms for which old Anne Arundel County is justly famed, and if you are making the trip in August, you will be able to get some of the delicious watermelons and cantaloupes, which reach their highest in the sandy soil of "Any Ranal," as the colored folk are in the habit of calling it.



Along the Scenic Severn.

The road, leading over sandy stretches and marshy lowlands, is all solidly built up, in some places of solid concrete. The tumble-down negro shanties occasionally passed, with the little half-clad pickaninnies playing around, suggest the picturesqueness of "Befo' the Wah" times. Just before reaching Annapolis, a break in the trees reveals a rare view of one of the most beautiful, but least known of the eastern rivers, the Severn. From this vantage point, one can see the bluff-banked river for several miles until it is lost around one of the many bends it makes.

In the foreground, seemingly under one's feet, is the Annapolis Short Line bridge and, looking like a toy, we see crossing it the Interurban car which we had raced back a piece where the boulevard paralleled the Electric Line. From this point you coast down a long, easy grade, cross the Severn over the old drawbridge, and passing behind the Naval Academy grounds, enter the capital city. Annapolis is a city of many attractions, chief of which is, of course, the Naval Academy where Uncle Sam trains his "future admirals." The tourist should not, however, devote his whole attention to the academy, as the quaint little city is rich in places of historic interest. The rider is fortunate in that the streets are all smooth, enabling him to see all the points of interest without dispensing with the two-wheeler.

In Historic Annapolis.

The State House where Washington resigned his commission as commander-in-chief of the Continental Army, in 1783; St. John's College, founded in 1789; St. Anne's Church, with the communion service presented by George III of England; the Peggy Stuart House; Carvel Hall; and others, are all worth visiting. I would suggest that before visiting the Naval Academy, the visitor cross over to Eastport, and from there a full view of the magnificent facade of the academy group can be obtained. As it is not my purpose to write a "Guide to Annapolis," I must pass on to my main story with the advice to "go to Annapolis if possible, if not possible, go anyway."

One thing we saw while there, I must relate. The naval doctors all wear white duck suits, and imagine our surprise to see one riding a New Era motorcycle. We later learned that he used the machine for all professional calls, leaning it up against a convenient tree or pole, and allowing the motor to bang merrily away while he tended his patient. My husband started to time him once, but after waiting for half an hour, he gave it up, marvelling that the motor did not burn up.

The Old Folks Enjoy Riding.

We made several trips to Annapolis, and through the country around my home. Of course, all my friends took a ride on the "Pillion Seat" and even my mother and father (in their sixties) took their turns, while my brother could not be kept off of it. I was greatly pleased that the old folks enjoyed it, for I had felt that they did not approve of my riding, but upon my mother saying that she enjoyed it immensely, and that it was not anything as bad as she had imagined, I knew that she would offer no objections. My husband and his father, aged sixty-five, took many trips around Druid Hill Park and out in Green Spring Valley.

Our trip to Washington was not productive of any great interest as we were both fairly well acquainted with the city, and the novelty of seeing it from the rumble seat of a motorcycle could not be indulged in owing to the drastic ordinance, which was then in effect. This rule also caused us great inconvenience, as it necessitated my leaving the motorcycle at the district line, and taking the street car into the city. We visited Mt. Vernon, and also Great Falls, which is an hour's ride from the city on the electric cars. The falls are well worth the trip. We had planned to go to Philadelphia towards the end of our stay, but everyone told us that the roads were not fit for a motorcycle to travel over.

Bad Going to Philadelphia.

After much discussion, we decided to attempt it if only to get the experience. Well, we got all the experience we wanted. We left Baltimore at 8:30 a. m. and headed for Belair. We found the roads hardly worthy of the name. Boulders as big as buckets had to be dodged, and in some places, the road was covered with loose rocks the size of eggs. This made mighty ticklish riding, but we managed to reach Belair shortly before noon without having taken a spill. We stopped for lunch, and to replace a control wire which had broken before entering the town.

From Belair to Havre de Grace, the roads improved. Here we crossed the Susquehanna River on the old B. & O. Railroad bridge to Perrysville. Toll, thirty cents; automobiles, one dollar. We had been told that after leaving Perrysville, we would strike sand. About a mile out, we ran into it, and I want to say right here that when we strike sand like that, I get off and *walk*. For the next five miles, I walked off and on—mostly off. Never will I forget that awful stretch of sand. My husband would ride until out of sight, and then let the machine cool while he walked back to meet me. In this way, we reached North East and from there to Philadelphia, we had comparatively easy sailing, arriving at our destination at 6:30 in the evening.

A Dinner and More Riding.

We reached there just in time for dinner, and we certainly did justice to it. After dinner, what must we do but climb into our host's

1914 Henderson (his first auto) and be taken for a three hour spin around Fairmount Park. Since we had not done much riding that day, we needed the trip!!! We slept soundly that night. Our friends would not let us go near the motorcycle during our stay with them, but had us in the automobile nearly all of the time.

Among our trips was one to Atlantic City over the famous White Horse Pike. As it was Sunday, many motorcyclists passed us, some carrying fair "tandemites" and some with sidecars attached. I believe that we saw, at one time or another during our trip, every make of American sidecar. We were particularly interested in the third wheel attachment, as it is our intention to get one next spring.

Where Real Hills Are Found.

My husband made one trip "over on the Jersey side" so that he could add one more state to the list of those he has had his machine in. It was on this trip that he had the first tire trouble—a blow-out which ripped a gash in tube and shoe about three inches long. He managed to fix this so that he could get back to Philadelphia where he had the tube vulcanized and applied an inner lining to the shoe. This has since held for over a thousand miles.

On our return trip from Philadelphia, we left the main road at Newark, Delaware, as we wished to visit at Colora, just beyond Rising Sun, Maryland. It was on this road that we met with real hills, while the thank-you-mams were the genuine article, but our machine never faltered, and we reached Colora by dusk. We left the next day after lunch and made Belair via Connowingo. From Belair we intended taking a better route of which we had heard, but in some way we got back on the tortuous road that we had come in on.

Making [illegible] of a Puncture.

We did not linger [illegible] days in Baltimore, as our vacation was drawing to a close, so on August 27, we left at about 8:00 o'clock and started on our homeward trip, taking the road leading through Gettysburg. Just as we entered the battlefield, we had a puncture, so while Mr. Fowler repaired the tube, I managed to see some of the monuments. We were under way in time to reach Gettysburg for lunch. We did not stop to make a tour of the battlefield, as our road passed through a great portion of it and we did not wish to take the time to inspect all the points of interest.

Just before reaching Chambersburg, we had a brush with an electric car with the usual result. Several miles out of Chambersburg, we began the climb of Cove Mountain which we had crossed on our down trip by another road. As I said before, we found the way worse than that between McConnelsburg and Hagerstown, and to make matters still worse, the road over the mountain was being repaired by throwing loose dirt on it.

The unusual strain on the motor resulted in over-heating, and we had to stop and give it an opportunity to cool. That night we stopped at the Mountain House at the top of Ray's Hill. We left early the next morning, and after stopping at Bedford for gas, continued on towards home. Four miles out from Ligonier, our rear tire went to pieces completely and we had a great deal of trouble getting to town and having it repaired. By the time we were all ready, it was 6:00 o'clock in the evening with Pittsburgh fifty miles away and a poor lamp. It was 6 p. m. when we were finally ready to start for Pittsburgh.

This meant traveling at a fast clip, which we did, despite having a poor headlight fitted, pulling up in front of our home at 8:30 p. m., thus ending the greatest vacation of our lives.

NEW CLUB OFFICIALS READY FOR BUSY CAMPAIGNS

THESE are the days when motorcycle clubs throughout the country are choosing their official staffs for the coming season, and the election bulletins given below indicate that there is plenty of interest in organization work:

Wheeling (W. Va.) M. C.—Charles W. Leiphardt, president; Otto Ritz, vice-president; Herbert Cotton, secretary; Harry Wheat, assistant secretary; Charles Caldwell, treasurer, and Louis Logamarcino, captain.

Schenectady (N. Y.) M. C.—D. Lavery, president; F. A. Gillis, vice-president; William Winkle, secretary; Earl Hayes, treasurer; Fread Beaver, captain; Ernest Pipe and Harry Hoppe, first and second lieutenants, respectively.

Bound Brook (N. J.) M. C.—J. E. Swayze, president; L. W. Ulmer, vice-president; A. Karno, secretatry; R. R. Sandahl, captain, and W. F. Smith and Emery Schoonmaker, lieutenants. W. M. Banghart and Alfred Renshorf were named as directors-at-large.

Buffalo (N. Y.) Malta M. C.—Frank D. Barton, president; Bert M. Campbell, vice-president; William J. Korn, secretary-treasurer; Dillon M. McDonald, assistant secretary; Charles Ricketson, captain, and Clouston and Korn, lieutenants. Ira Palmer, John Oliver and Andrew Barron are members of the Board of Directors.

Milwaukee (Wis.) M. C.—Charles Greer, president; W. H. Parsons, vice-president; J. H. Emde, secretary; C. T. Martin, treasurer; C. J. Riley, photographer; Lacy Crolius, Emil Kasten, Joe Lantry, C. A. Carpenter, Al. Trupke, directors; Frank Kruse, Duard Coville, L. Hadfield, Emil Schoene, J. G. Murry, house committee; Emil Prillwitz, Kurt Hantzsch, Harry Gathman, entertainment committee.

Worcester (Mass.) M. C.—Charles E. Brannan, Jr., president; [illegible]ingston, vice-president; C. Nelson [illegible] secretary; Ira C. Combs, treasurer; Henry Marchesseault, governor for five years; Paul M. Brown, captain, and Fred Hinckley and John Sheenan, lieutenants.

Niagara Falls (N. Y.) M. C.—H. Cumberland, president; C. Steinbrenner, vice-president; G. Featherly, secretary; S. Thomas, treasurer; P. Pattison, captain; R. Douglas, first lieutenant; T. Blackburn, second lieutenant; H. Leibig and E. Meahl, directors-at-large.

Kansas City (Mo.) M. C.—Dwight Duncan, president; H. S. Richards, secretary; Eugene Godley, treasurer; R. L. Cottingham, captain.

York (Pa.) M. C.—Harrison Heindle, president; Charles Kohler, vice-president; Kervin L. Rhinehart, secretary (re-elected).

Texarkana (Ark.-Tex.) Twin City M. C.—J. R. Watlington, president; C. A. Hooks, vice-president; J. B. Cobb, secretary and treasurer; M. B. Chandler, road captain; Willard Hood, first lieutenant, and Sam Smith, second lieutenant.

Mr. and Mrs. David Graffigna, Lodi, Cal., on Their Motorcycle Honeymoon. Mr. Graffigna Is a Member of the Firm Which Handles the Harley-Davidson in Lodi.

Lead (S. D.), Black Hills M. C.—K. F. Henderson, president; C. R. Stallsmith, vice-president; C. W. Applegarth, secretary; William Oates, treasurer; Phil Schoenberger, captain, Leonard Jones, Fred Ruth and George Caughron, trustees.

Courtland (N. Y.) M. C.—Paul P. Parsons, president; F. C. Blankshine, vice-president; J. Rieder, secretary; C. Winchel, captain; E. Jenney, first lieutenant; S. Howard, second lieutenant; R. Tanner and George Green, directors.

Rochester (N. Y.) M. C.—J. Wagner, president; M. C. Van Buren, vice-president; Arthur Strobel, secretatry; John C. Kurtz, Ward H. Fisher, Joseph A. Ochs, John H. Hanna, Sherman A. Harding and Charles P. Strogen, directors; W. E. Loveny, captain.

Washington (D. C.), National Capitol M. C.—Karl Lesh, president; Karl Schuerger, vice-president; Fred Mills, secretatry; Charles Hutchins, treasurer; John Berryman, captain; Tommy Dodge, lieutenant; Charles P. Hurdle, guard; E. M. Dodson, Charles H. Cross, W. F. Throop, George W. Beall and T. O. Wansleben, directors.

SECOND ANNUAL POPE BANQUET

With 75 enthusiastic boosters present the second annual banquet of the Pope Manufacturing Company, Westfield, Mass., was held at the Hotel Bismarck, Westfield, on Tuesday evening, January 27. After an excellent menu was disposed of short addresses were given by G. A. Carey, J. F. Hutchinson, M. J. Bray, G. T. Morrow and F. W. Starr. Card playing and vocal selections completed the program. The Pope full orchestra also played.

OHIO GETS $1,250,000

Columbus, Ohio.—Word has been received from Washington, D. C., that a new bill appropriating money for road improvements in several states allows the state of Ohio $1,250,000.

HOW I MADE SOME SALES—AND LOST OTHERS

Now and Then You Will Hear of a Motorcycle Dealer Who Stumbled into Luck, Hung Out His Sign and Began Selling Machines Right and Left with Little or No Effort, but Those Fellows Are Scarce. We Never Saw One. There Is Usually Hard and Persistent Work Behind a Successful Business—and Ingenuity, a Lot of It. That's Why an Article Telling the How's and Where's From First-Hand Experience Is Certain to Have a Punch in It for Dealers in General. Harding Didn't Pick Up His Sales Wisdom in a Day, but by Reading His Article You Can Acquire It in Twenty Minutes. In These Days of Keen Competition Every Pointer Helps.

By M. E. Harding, Topeka, Kan.

WE hear a great deal these days of the sales policies of this dealer and that one, and I believe that much good has resulted from thus threshing out the problems and opportunities of the men who pass the motorcycles along to the buying public. My experiences lead me to believe that the greatest assets of a dealer are tact and perseverance, for rarely can any two prospects be handled in just the same way.

Not long ago I had a prospect, Mr. X, to whom I had been talking motorcycles for sime time. Mr. X was a local commission merchant who used a bicycle in calling upon his patrons. I knew he could use a motorcycle to advantage, and finally he was so impressed by my arguments that he came into my store with the intention of relieving both his mind and his pocketbook. He wanted to pay $100 in cash, one half of the balance in fifteen days, and the balance the next month. As a rule, we had not been making any other terms than cash, but in this case we were ready to accept the prospect's terms.

How a Sale Was Lost

Our patron pulled out a roll of bills to make his first payment while I—well, I continued to expatiate upon the good qualities of the machine, as almost any dealer would have done. Finally I said something about the machine's being heavy enough to do something or other, and that remark brought home to the buyer the fact that he was a small man and that the motorcycle might be too heavy for him to handle. Whereupon he shoved the roll of bills back into his pocket, pushed the machine off the stand and then had a hard time getting it back. That scared him and he began to hedge.

Of course, anyone who has handled a motorcycle knows that the buyer simply had not acquired the knack of handling the machine, and that in a few days he would have been able to juggle the mount around in fine shape, but that explanation did not satisfy him. He continued to believe that the motorcycle was too heavy for him—and he still rides a bicycle and loses time and money because he can't do justice to his business. From that day on I have had a mental placard before me at all times, reading about as follows:

Close the deal when your customer gives the slightest intimation that he is ready

When It Pays to Lose a Sale

We had a customer, Mr. Y——, who was a regular enthusiast and to whom we sold a 1912 model machine. He liked the mount and we were satisfied with the deal, so everything was as pleasant as could be. After this chap had been riding for some time he decided that the boys who rode 1913 machines had "something on" him, and that he could not enjoy himself thoroughly until he had one of the new models. He came in and announced that he wanted a 1913 motorcycle at once, and that he wished to turn in his old machine as part payment.

We were ready to make such a deal, but we did not believe the 1912 machine was worth quite as much as an exchange proposition as Mr. Y—— said it was. He did not make an extravagant demand, but he asked more than we believed we could consistently allow, and we told him so, politely but firmly. Consequently we did not sell Mr. Y—— his 1913 model. Some one else did, and they no doubt allowed what he asked on the old machine. Now we wanted to keep this man's business, for he was a fine fellow, but we simply would not give away our profit on the first sale in order to make the second sale. Some dealers do that and suffer for it in the long run. The exchange proposition is a ticklish one, and I have a motto concerning it which goes something like this:

It does not pay to lose the profit on your first sale in order to make another one

Some Easy Sales

One day last summer I was riding across country and stopped at a small town to make inquiries about the route. I was not thinking of selling motorcycles, but I unconsciously gave a demonstration by slackening the idler on my belt and allowing the motor to run free while I was talking. I then pushed the idler forward and started off easily, on an upgrade, little thinking that I had planted the seed that would result in a sale.

About two weeks later a man walked into my store and bought a motorcycle as unconcernedly as he would have bought a dollar's worth of sugar. This was rather unusual, so I asked him what had induced him to decide upon a Yale. His reply was: "I was standing on the sidewalk in H—— a short time ago when a fellow riding this make of machine stopped to inquire about the road. I liked the way in which he stopped and started and the quiet way in which the machine operated. That's all." He did not know that I was the chap who gave the unintentional demonstration in H——.

This incident brings me to my next sales motto:

It pays to ride like a gentleman. You never know when you may be making a convert or spoiling one

Making Opportunities.

About every so often—sometimes oftener and sometimes not so often—I clip the interesting pictures from the trade journals, paste them on a long strip of wrapping paper and stretch it across the show window. Frequently a good-sized crowd will gather to look at the illustrations, and on one such occasion a chap named Z—— was among the spectators. After inspecting the photograph he hesitated in front of the door. I do not usually stand in the doorway to drag customers in, but it just happened that I was there on this particular occasion. Z—— looked somewhat interested, and I could not help saying, "Shall I wrap this one up for you?"

"No," replied Z——, "I'm just killing time."

"Ever ride on one?"

"No."

"How would you like to go for a ride with me; I'm just killing time, too?"

"Don't care if I do," answered Z——.

So away we went. On the return trip we picked up another passenger and rode up a pretty stiff grade easily with the three of us on the machine. That settled matters in the mind of Z——, but his money was all tied up where he couldn't get at it for at least two months. Still he said that he would be back in a few days for a machine. He was. In fact, he was back in three hours and without more ado he counted off the price of a Yale. He had made a raise in some way. This experience taught me another lesson:

Opportunities are often made; it pays to try your hand at making a few when nothing else happens to be stirring

Sticking to the Price

"Yes, I'm going to buy a motorcycle," said my friend J——, "and I'm going to pay cash for it. I'll buy where I can get the best deal —now figure closely."

If I had been in the habit of cutting prices a remark of that kind would probably have given me a feeling of—well, I don't know what, but perhaps some dealers who do clip prices now and then can explain it. I learned early in the game that the margin of profit allowed on a machine is plenty small enough.

J—— explained that he could get a certain make of machine which listed for $10 more than the Yale, for less money than I asked for the product I was handling; he also said that my competitors would throw in a lighting outfit.

"Here's just $—," he said, taking a roll of bills from his pocket, "if you can't take it I'll have to go along and buy the other machine.

"Nothing doing," I replied. "You'll have to pay the regular price if you buy of me, but remember I expect to stand behind the machine I sell and to make you a satisfied rider."

That was all for the time being. J—— went out, and after several days had passed I took it for granted that he had bought of "my friend the enemy." But he hadn't. He came in again and took up the proposition from a new angle, but I refused to split my legitimate profit with him. He went out again, but returned a few days later and bought a machine from me, paying the full list price—and no extras thrown in. As he was going out he turned and said: "Harding, I think a whole lot more of you now than if you had cut the price for me, and I'm going to do everything I can for you." Which brings me to still another bit of sales philosophy:

> ***If your customers learn that you mean what you say, and say what you mean, they will swear by you and feel safe in spending their money with you***

Diversity in Sales Work

I might go on and recite dozens of other instances of how I have made and lost sales, for no two of them can be handled in the same way. You cannot sell motorcycles, or anything else, by an ironclad set of rules. You have to be alive and let the people know it. Window displays, a good mailing list, newspaper advertising, circularizing and *SERVICE* all play their part. Taking an active interest in the local club is also good policy. Be original; if you follow your competitor's lead you will always find that he has been there ahead of you and made the sale.

Last, but not least, know the motorcycle you are handling; know the manufacturers also and ascertain to what extent you can depend upon both machine and maker to stand back of your efforts.

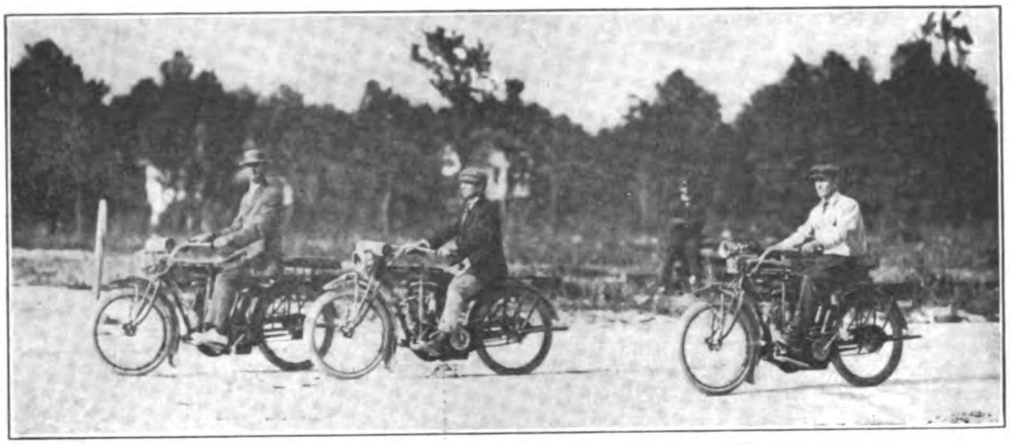
LIPPENCOTT'S RECOMMENDATIONS

Trenton, N. J.—Considerable agitation has been started by the recommendation of J. H. Lippencott, State Commissioner of Motor Vehicles, proposing that the present schedule of fees be repealed and that 60 cents per horsepower be charged for all registrations. This would apply unless the motor vehicles be exempt from the personal tax, in which case he would have the fee about one dollar more per horsepower. Although no reference is made to motorcycles it is generally understood that the two-wheelers are included under the recommendation.

His report shows that a total of $72,781.68 was in the bank to the credit of the Department on December 31; that the total receipts of the Department during 1913 were $[illegible]1,446.31. The fines collected amounted to $21,285.31. The commissioner recommends the compulsory reporting of accidents by operators, the establishment of a traffic commission to formulate road rules, the giving of police powers to inspectors, the increasing of the number of special inspectors to thirty, uniformity of laws and policies between states, the enactment of a law for licensing motor buses, the regulation of searchlights and prohibition of muffler cutouts.

STATE ADVISORY BOARD

W. C. Wharton, State F. A. M. Commissioner of North Dakota, has formed a State Advisory Board which is made up as follows: **Ed. Thorson**, Willow City, membership; **Ralph Glerum**, Devils Lake, legal action; **L. E. Hetland**, Barton, competition; A. S. Thorson, Bottineau, highway improvement.



Three Floridans Who Claim to Have Found the Secret of Perpetual Youth in Road Work. From Left to Right, They Are: Gene Johnson, of Daytona; F. Moore, of Daytona, and C. T. Kruse, of De Land. Note the Smooth Road Surface.

TEMPTING LAYOUT OF F. A. M. PRIZES

Hawthorne Mfg. Co. Donates Seventy Old Sol Gas Lighting Outfits and Six Electric Systems as Awards for Most Active Federation Clubs—Interest Already Running High.

As the result of very liberal co-operation on the part of the Hawthorne Manufacturing Company, of Bridgeport, Conn., Chairman Estabrook, of the F. A. M. Membership Committee, is enabled to announce the opening of another campaign to swell the Federation ranks. The Hawthorne company has, during the last three years, given 132 of its most expensive lighting outfits as prizes for the clubs bringing in the most F. A. M. members in a specified period, and this year it has arranged to donate seventy of its well-known Old Sol gas lighting outfits and six of its new electric systems. When it is considered that the former donations were on the basis of forty-four lamps per year, it will be realized that the Bridgeport company is making very generous provision for the F. A. M. in its 1914 plans.

Chairman Estabrook announces that the lighting outfits will be awarded under practically the same rules as have been in effect during previous membership contests. Copies of the conditions will be mailed to every club and to all registered dealers as soon as printed pamphlets are ready. One contest, for which twenty-five prizes are offered, is open to F. A. M. clubs only. This will continue for four months, ending June 30. The other awards will go to clubs affiliating with the organization between March 1 and June 30. These contests will be on a monthly basis, prizes valued at $77 being awarded each month. One of the chief provisions made by the membership chairman is that every club which wins a prize must hold a contest of some kind and award the lamp to the winner. In this way club interest will be fostered, and that is the underlying aim of the whole program.

The committee in charge of the lamp contests is made up of President E. A. Hawthorne, of the Hawthorne Manufacturing Company; Chairman Estabrook and Sales Manager E. Horace Hawthorne, of the Bridgeport company.

FROM THE BALTIMOREANS

Baltimore, Md.—Quite a few members of the Maryland M. C. are finding novel twists to motorcycling in winter. On Sunday, January 25, a run was held in the country, and before the boys were able to return home they were forced to purchase tar barrels worth several dollars with which to build a fire to thaw themselves out, as they were nearly frozen from the cold journey.

The club will hold its annual banquet on Wednesday, February 11, at the Hotel Junker, plans for which have been nearly completed.

Baltimore Show a Success

The motorcycle show closed on Saturday, January 24, and it was pronounced the best ever held in this city. The dealers announced that they had sold approximately 100 machines during the five days of the exhibition, and that prospects for many more sales had been lined up. About 50,000 persons visited the show.

The four factory men in attendance at the show were Ed Rischel, of the Pope factory; Jes Campbell, F. A. M. Commissioner of Ohio; J. C. Robertson, southern district salesman, and R. L. Hinds, sales manager, all of the Yale factory. They were enthusiastic over the exhibition and say it compared favorably with those held in New York and Chicago.

Heinz Company Moves

The Heinz Motor Company, agents for the Harley-Davidson, will move from its present quarters on North Howard street to 611 West North avenue, on March 1. Bert and Gus Heinz, composing the firm, are hustlers, and their business has expanded to such an extent that they were forced to obtain larger quarters. While heretofore they have only handled the Harley-Davidson, they will install a line of bicycles when they get settled in the new store.

Out of Business

The Fulton Motor Company, 131 North Fulton avenue, has gone out of business. The receivers closed it out with an auction sale of its effects last week. J. H. Bokemeyer and H. J. Wagner composed the firm, which represented the Pope and Pierce motorcycles. The Frederick Tiemeyer Motor & Supply Company has taken over the Pope, and Wagner has joined its forces. Bokemeyer has gone with Little Joe Wiesenfeld, the Thor agent. The firm was in existence about three years.

The Victors in the Savannah Race Used "the Clutch of a Thousand Speeds"—

Bob. Perry

the clutch with 107 square inches of friction surface—the clutch with ten springs—the clutch with ball-bearings everywhere—the clutch that is standard equipment on the leading motorcycles—the

ECLIPSE

Of Course!

For the rider of '11 and '12 models who wants to bring his motorcycle up to date in both operation and looks—the Eclipse Free Engine Clutch is a boon. "Get the dope" from us.

Maldwyn Jones

Eclipse Machine Co.

Elmira, N. Y.

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Western Representative
H. G. JACOBS
1220 First National Bank Building, Chicago.
Telephone, Randolph, 1022.

MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY — FIRST FEBRUARY NUMBER — FEBRUARY 5, 1914

PREPARE FOR THE SPRING RUSH

ALONG about the first and fifteenth of April, about half of the motorcycle dealers in the United States will suddenly find themselves in need of machines for immediate delivery. At the present time, most of these dealers are ordering today only what they can sell tomorrow, confident that when the Spring business opens up, they will be able to get, almost overnight, as many machines as they require. We are willing to go on record right now that many of these dealers will be disappointed if they do not make better preparations to meet the demand. Wise dealers are stocking up *now*.

Conservatism is a fine thing in business as well as in other walks of life. But even conservatism can be overdone. Ninety per cent. of the big men in business today have won out because they had the foresight and the courage to anticipate their market. The man who starts making preparations to sell only when the market is actually at his doors is likely to find a goodly portion of his business falling into the hands of a competitor. Many of the motorcycle dealers who are now holding back will have that sort of experience in April and May.

General business conditions are improving very rapidly. There won't be many idle workingmen next Spring. The country's industries have been held back so long that most of them are now simply forced to resume operations on an increased scale in order to be properly prepared for the industrial reawakening which is now only a matter of time.

Motorcycle dealers should appreciate that they cannot wait until the boom conditions actually stare them in the face and then expect the factories to do about six months' business in two weeks. It is not only unreasonable to expect this, but it will be impossible for the factories to meet the demand unless they are given a reasonably early start. Practically every one of the manufacturers is in a position to make deliveries in quantities right now and, as the manufacturers have done their share to meet a big demand for their output, they are at least entitled to the co-operation of their dealers.

A WORD TO OUR CONTEMPORARIES

HARKING back to our college days, we seem to remember that one William Shakespeare referred once to the "Winter of one's discontent," or something to that effect. We mention the quotation here because it would seem to apply to the state of mind of our two contemporaries, whose editors seem especially keen to "knock" MOTORCYCLE ILLUSTRATED.

But why so peevish, brethren? It's been a mild winter, and your coal bills should have been lower than usual. Business is picking up, Spring is less than sixty days distant, and we are not yet at war with Mexico.

As for ourselves, we're so contented with everything that we "just won't" quarrel with you.

MEETING THE SALES HALFWAY

WE received a letter the other day from Arthur Davidson in which he briefly discussed one or two points in salesmanship. Incidentally, he used a very apt illustration. "How much life insurance," he queried, "would be sold if the life insurance agents simply opened up offices and awaited business? How often, if ever, have you heard of a man going into the office of a life insurance company and making application for a policy?"

There may be such cases, but no doubt they are few and far between. Nevertheless, the life insurance business is probably the largest of all, and life insurance has been responsible for the accumulation of the largest cash surpluses in the history of business. This despite the fact that practically every policy written up has to be gone after and persistently solicited.

As a matter of fact, and as a general proposition, it is probably harder to sell life insurance than it is to sell motorcycles. It's simply a question of locating a prospect and then getting after him in the right way. The task isn't by any means the easiest in the world, but its very difficulty should prompt every dealer who has heretofore been guilty of sticking too closely to his store to try to work up at least a little business *outside*. Out of the fifteen million Americans who vote, there must be at least a half a million who would become motorcyclists, if they knew how useful and enjoyable a modern motorcycle can be made. It cannot be stated too often that the one big problem in motorcycle salesmanship is that of causing your customer to fully realize what a motorcycle is.

Dealers who confine most of their business activities to the immediate proximity of the cash drawer may do a certain amount of business and possibly make a good living. The motorcycle proposition is attractive enough to bring into well-kept stores a comparatively large number of customers. But a goodly percentage of the first-class prospects fail to make their wants known, in fact many of these have no idea of purchasing and using a motorcycle, simply because they have never been properly approached.

Every dealer is in a position to secure, in his own town, lists of men who might be interested in motorcycles. The dealer who has his eyes open will see opportunities right and left to work in an argument for a sale. As an example, a canvass of skilled workingmen living in the outskirts of a town in a section where traffic facilities are not good, would undoubtedly produce very satisfactory results. It is simply a matter of meeting situations such as this one which will help any dealer in almost any town to conduct his business along intelligently progressive lines and reap the resultant rewards.

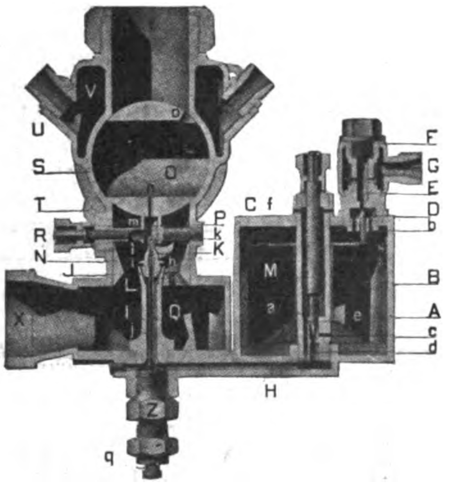
The opening of the season is close at hand, and now is the time to begin. Any dealer who will work along these lines intelligently and systematically, making it a point to spend at least half of his time outside, will find it well worth while.

With the Manufacturers

LONGUEMARE MIXER IS FULLY AUTOMATIC

Has No Moving Parts Aside from the Throttle, and Permits of but Two Adjustments, One for Idling and the Other for Speed—Reserve Chamber Enables Easy Starting.

An automatic carbureter with no moving parts except the throttle is the Longuemare, represented in this country by the Longuemare Carbureter Company, 246 West Fifty-ninth street, New York. It is automatic in every sense of the word, regulating perfectly and with a maximum of economy when idling, running slowly under a heavy load, speeding and running downhill. To these may be added two other features which will appeal to riders, a quick "pick-up" and very easy starting, even in winter. When once set, the instrument needs no adjusting unless a different fuel is used.



Referring to the illustration, the gasoline enters the float chamber through the connection *G*. The float needle valve is operated directly by the float *B* but the chamber differs from usual carbureter practice in having an inner reserve chamber fitted with a needle valve *M* fitting into a seat *A*. Communication with the float chamber is had through a port *c* the gasoline filling the reserve chamber under certain conditions, but passing through *c* and another passage *d* into the passage *H* leading to the jets *K* and *L*. The jets are concentric with *K* the inner jet, which has a straight tube and single aperture. The outer jet *L* is of the rose type and communicates with the mixing chamber, which has a strangling tube *J*. The inner jet has its end fitting into a transverse tube *m*, the air entering this tube being controlled by the needle valve *R*. The skeleton throttle barrel *S* is cut with a slot *n* in it, which is opposite the part *m* when the throttle is closed, and a notch *o* to allow of the motor suction acting on the inner jet when idling. The parts are in position ready to start in the illustration, the reserve chamber being filled with gasoline to the same level as in the float chamber.

When starting, the motor is pedaled over and the suction draws on the inner jet through *o*, the inside of the throttle barrel and port *n*. As soon as the throttle is opened, the increased suction acts to draw the fuel out of the reserve chamber, where air replaces it through ports *f* and the gasoline, partly vaporized, is sprayed out of the rose jet into the mixing chamber. This gives the desirable quick "pick-up." As soon as the contents of the reserve chamber are exhausted, the fuel flows in the usual manner to the rose jet, and both jets are opened to the suction. The two adjustments are made at *R* for idling, and at the reserve chamber needle valve *M*. The latter is for speed. When once set these adjustments need not be altered as long as the fuel used is the same. The motorcycle carbureter is not fitted with a hot water jacket, although one is shown in the illustration.

V-RAY CAPITAL TREBLED

At the annual meeting of the V-Ray Company, Marshalltown, Iowa, the paid-up capital stock was trebled. Dwight H. Denmead acquired a one-third interest in the company, while the former stockholders, V. N. Hansen and B. W. Sinclair, retained a one-third interest each. V. N. Hansen was elected president; B. W. Sinclair, vice-president, and Dwight H. Denmead, secretary-treasurer. Messrs. Hansen and Denmead have headquarters at the factory offices in Marshalltown, and Mr. Sinclair manages the Coast branch at San Diego, Cal.

B. & L. COMPANY ANSWERS WAGNER

In answering the bill of complaint filed against it by A. F. Wagner in the United States District Court for the Southern District of New York, the B. & L. Auto Lamp Company, 507 West Thirty-fifth street, New York City, holds the patent to be void owing to lack of novelty. Mr. Wagner claimed an infringement on Patent No. 1,067,891, which covers certain improvements on a motor cleaner. Five other inventors, it is said, had patents granted them on the cleaner prior to January 12, 1912, the date on which the patent was issued to Wagner.

ACTIVITY AT WESTFIELD

Word comes from the Pope plant at Westfield, Mass., that the motorcycle sales here and in foreign countries show a substantial increase over former years. The Pope plant is running in full swing to keep up with the demand, and despite the close proximity of the mercury to the zero mark, the company's testers are busy every day, ploughing through snow and slush.

NEW SPLITDORF BRANCHES

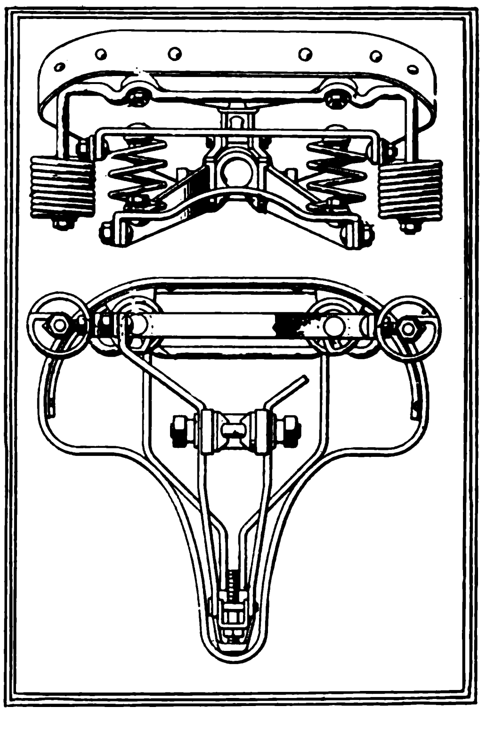
The Splitdorf Electrical Company, of Newark, N. J., will shortly open branches in Minneapolis, Chicago, Cincinnati and Dallas.

NIGHT WORK AT MIAMI PLANTS

A recent bulletin from the Miami Cycle & Manufacturing Company, Middletown, Ohio, states that the excellent performance of the Flying Merkel, ridden by Maldwyn E. Jones, in the Savannah 300-mile race, has resulted in a volume of business that has necessitated night work at both the Middletown and Indianapolis factories. In respect to actual shipments the month of January just closed was the most successful one in the history of the company.

NEW PERSONS SADDLE

A new spring saddle was patented January 13, 1914, by Charles A. Persons, of the Persons Mfg. Co., Worcester, Mass., who obtained patent No. 1,084,226. In this invention the advantages of a compound spring action and a low seat are both obtained. The seat has two longitudinal frames, and a cross or brace bar connects these at the rear. Compression springs are bolted to the ends of the upper portion of this brace member at their lower portions. Their upper portions are attached to a bridge or cross bar, at the ends of which extension springs are fastened. At the lower extremity of each of these extension springs are secured the ends of a U-shaped rod which in turn is attached to the saddle. This arrangement results in compactness and at the same time gives a very considerable degree of springiness to the saddle.



The arrangement of the two sets of springs side by side, instead of pyramided, allows the seat to come down low. Motorcycle riders will appreciate this as it permits placing the feet upon the ground easily while sitting in the saddle.

SONG OF THE GOODYEAR CLAN

One of the most interesting contests ever conducted by the Goodyear Tire & Rubber Company, of Akron, was a recent prize competition to obtain a Goodyear song. Ample proof of the enthusiasm and loyalty of the 6,000 workmen in the big plant was evinced in the floods of manuscripts submitted by the aspiring musicians and lyric writers. Two verses of the prize-winning song follow:

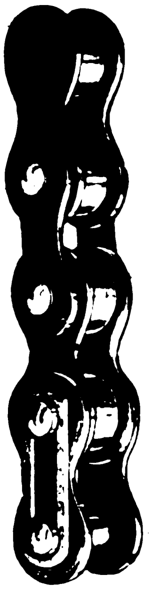
Our friends are found in every land,
Hurrah! Hurrah! Hurrah!
They've used our goods and by us stand,
Hurrah! Hurrah! Hurrah!
Our motto it is Honesty,
A model for posterity,
Again we'll cheer for old Goodyear,
Hurrah! Hurrah! Hurrah!

So let us all with one accord,
Work on and pave the way
To keep our lead; home and abroad,
Increasing every day.
Our branches spread to every land,
Our people are a happy band,
So once more cheer for our Goodyear,
Hurrah! Hurrah! Hurrah!

At a dance held in the factory lunchroom January 30, 3,000 singers made the chorus familiar to the residents in the vicinity of the Goodyear plant.

BALDWIN CHAINS

A glance at the latest catalog of the Baldwin Chain & Manufacturing Company, Worcester, Mass., will give the motorcycle rider an idea of the extensiveness of the chain line required to suit the various makes of machines. Among the motorcycle makers who employ Baldwin chains on their products are The Aurora Automatic Machinery Company, Consolidated Mfg. Company, Davis Sewing Machine Company, Excelsior Cycle Company, Excelsior Motor Mfg. & Supply Co., Harley-Davidson Motor Company, Hendee Mfg. Company, Henderson Motorcycle Company, Miami Cycle & Mfg. Company, Minneapolis Motor Company, Reading-Standard Company, and the Waverly Mfg. Company. A popular size of Baldwin chain is shown in the accompanying illustration.



ALLEGED SPARK PLUG INFRINGEMENT

A suit has been brought in the United States District Court for the Southern District of New York, against the Western Electric Company, of New York, by William Barber and Emil Grossman, of Brooklyn. The Western Electric Company is charged with infringing Patent No. 723,032, for a spark plug with an insulator consisting of a "combination of porcelain and less fragile substance."

Mr. Grossman recently purchased a fifth interest in the patent under which the Red Head plug, which he makes, is manufactured. The complainants state that the Pittsfield plug made by the Western Electric Company was offered for sale at the New York Show, and therefore they seek $10,000 damages. The plug is known as the porcelain-mica combination spark plug. The top is made of selected mica washers assembled over a pure mica tube. It is explained that the mica protects the plug against mechanical injury while the porcelain provides perfect insulation.

LIBERAL BOSCH AWARDS

In accordance with its policy of encouraging drivers to take part in competitive events, the Bosch Magneto Company, 206 West Forty-sixth street, New York City, has appropriated $1,900 to be awarded in prizes for the winners in the two big automobile races to be held at Santa Monica, Cal., February 21 and 23. For the Grand Prize Race the prizes will be $500, $150 and $100, and for the Vanderbilt Cup Race the Bosch awards will be $300, $150 and $100. The sole provision made by the Bosch company is that the drivers use Bosch magnetos for ignition purposes in the races. In addition to these prizes the company has set aside other awards, totaling $600, to be divided into prizes of $100 each for the drivers having the first three places in each events, if they use Bosch spark plugs, as well as Bosch magnetos.

SEVEN NEW FACTORY BRANCHES

Following out the policy of extending its service facilities upon which it has been working consistently for some time past, the Stewart-Warner Speedometer Corporation, of Chicago, has opened seven new direct factory branches and fifty new service stations throughout the country. The new factory branches are located in St. Louis, Kansas City, Minneapolis, Los Angeles, Atlanta, Pittsburgh and Philadelphia. The complete Stewart-Warner organization now comprises fifteen factory branches and 103 dealers' service stations, including depots in London, England; Christ Church, New Zealand; Edmonton, Canada; Hamburg, Germany; Montreal, Canada; Paris, France; Sydney, Australia, and Johannesburg, South Africa.

KILLINGLY CHANGES HANDS

A report is made to the effect that the Killingly Manufacturing Company, of Providence, R. I., has passed into the control of the Goodyear Tire & Rubber Company, of Akron, Ohio, with the result that a $125,000 first mortgage and some outstanding 5 per cent. bonds have been cancelled. The company, which was formerly controlled by Providence interests, manufactures tire fabrics.

DUNNING WITH BRONZE COMPANY

Leighton Dunning, formerly connected with the General Electric Company, Schenectady, N. Y., in its engineering department, has severed his connections with that firm and is now manager of the laboratory and testing plant of the American Bronze Company, Berwyn, Pa.

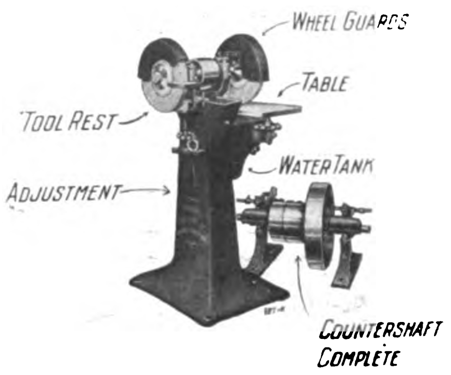
MUTUAL TIRE INCORPORATION

The Mutual Tire League Company, of Cleveland, Ohio, has been incorporated with a capital stock of $10,000. The new company will deal in tires of all kinds. The incorporators are: Fred Baker, V. L. Ney, Glen I. Hay, Edward Hay and J. L. Herford.

The Hesse Motor Car Company, Leavenworth, Kan., has taken the agency for the Flying Merkel motorcycle for 1914.

BAIRD TOOL AND DIE GRINDER

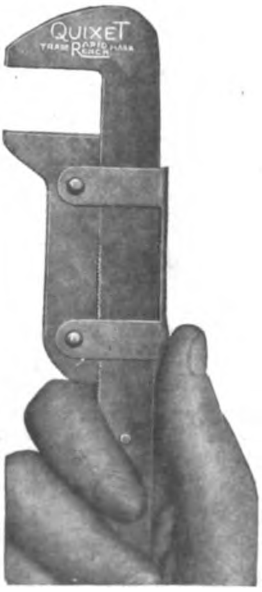
Motorcycle dealers and repairmen will be interested in the Baird tool and die grinder, made by the Baird Machine Company, of Bridgeport, Conn. The bushings of this grinder, which is shown in the accompanying photograph, are made of standard bronze and lock nuts insure satisfactory adjustment. The ring oilers are of a special design, and contain deep oil wells which hold lubricant for many weeks.



Adjustments for wear are provided for. An adjustment collar is given a slight turn, forcing the bushing up against a check collar, and the ground tapering spindle and tapering bronze bushing keeps a free running but absolutely tight bearing surface. The wear is claimed to be perfectly even and the parts thus remain round. The pedestal is so constructed as to give rigidity and stability. The belt slipper is of the turn-lever type, requiring only one twist of a rod to operate, and locking in either "on" or "off" position. This is an especially desirable feature in a machine that is started and stopped so often. The countershaft is designed as a part of the grinder. The illustration shows the model No. 2 tool and die grinder.

BIG VIM PURCHASE

John W. Henry, president of the Vim Cycle & Hardware Company, Buffalo, N. Y., has returned from Erie, Pa., where he completed negotiations for the bicycle and motorcycle stock of the Erie Rubber Company of that city. Mr. Henry purchased the stock of the jobbing department, and it will be moved to Buffalo. In order to make room for the increased stock, the Vim Cycle & Hardware Co. will take possession of the two upper floors of their building, Nos. 137-139 Broadway, giving them the entire five floors and basement.



The Quixet Wrench, made by the S. & A. Mfg. Co., 263 Summer street, Boston, Mass.: compact, strong and easily adjusted.

The Erie concern will continue the wholesale and retail auto supply business, which it has brought to large proportions.

MERKEL DISTRICTS ARE REAPPORTIONED

Rapid Growth of Business Necessitates Changes in Big Sales Organization, and a Number of Representatives Find Themselves in New Territory—Force Materially Strengthened.

OWING to the unexpectedly rapid development of 1914 business, the Miami Cycle and Manufacturing Company, Middletown, Ohio, has found it necessary to reapportion its branch districts, and a number of changes have been made in the line-up of the company's sales organization workers.

"Happy" Smith, Now in Charge of the Miami Eastern District.

E. W. Adams, who has charge of the sales on the Pacific Coast, will retain as his territory, Washington, Idaho, Arizona, Hawaii, California, Nevada, New Mexico, British Columbia, Oregon, Utah and Alaska. O. K. Newby and J. E. Steurer, who have been traveling in the East, have started for the Coast and will assist Mr. Adams. Several other salesmen will also travel in the district of which Mr. Adams is supervisor.

Wyoming, Nebraska, Colorado, Kansas, South Dakota, Iowa, Missouri and a part of Illinois will be included in the Central Western district, of which F. P. Lee will be manager. Mr. Lee and his staff of salesmen are already busy with an extensive sales campaign.

Hans Johnsen, of Dallas, Texas, will take care of the Merkel interests in Oklahoma, Louisiana and Texas. The distribution of the Yellow Jacket models in the Southern Atlantic States will be handled by the Elyea-Austell Company, of Atlanta, Ga., where a lively campaign has been started.

William McKinley Sheets, the hustler whose photograph is reproduced herewith, will be in charge of Merkel sales in Indiana, Kentucky, Arkansas and parts of Tennessee, Illinois and Wisconsin. Sheets' transfer from the Eastern territory is in the nature of a promotion, owing to the excellent results he has produced during the last year.

The sales forces covering Michigan, Ohio and West Virginia will work under the direction of John Newberry, while W. K. Thomas will preside over the territory including Pennsylvania, Maryland, Virginia, and Delaware. The New England territory will remain under the management of C. A. Van Doren, who will also be in charge of the sales in New Brunswick and Nova Scotia.

The Eastern district has been placed under the control of Ralph K. Smith. Mr. Smith recently severed his connections with the Pope Manufacturing Company, where he has been employed for many years, to take up the management of the Miami business in the Eastern States.

"Happy" Smith, as he is popularly known, is one of the most active travelers in the motorcycle trade and the Middletown company is looking for "big things" from him. Although he weighs about 255 pounds he always travels about on a light-weight machine and says that he is looking forward to comfortable trips on the spring-frame Flying Merkel. Smith was born in Maine, but as soon as he was old enough to "appreciate values" he moved to Boston. He spent several years on the road and then entered the services of the Pope company, where he remained until his recent change. Smith's territory includes New York State (including Long Island), that part of Pennsylvania east of Harrisburg, New Jersey, and the provinces of Ontaria and Quebec, Canada.

PERFECTION SIDE SEAT

For the lady tandemite who desires something more than a regulation saddle, the Perfection Side Seat Company, 327 Bleeker street, Utica, N. Y., is offering an attractive product in its new rear cushion seat. The improved model for 1914 is exceptionally strong, despite its lightness, and the clamps permit of attaching it to any standard make of motorcycle. The seat is covered with genuine leather and is over 18 inches in diameter. A light but sturdy metal hand-grip is provided, and a suitable footrest is another feature which adds to the comfort of the passenger. The seat is luxuriously sprung and has proved itself admirably adapted to long as well as short trips. Illustrated literature will be forwarded upon application.

MARRIAGE OF ALFRED BARTSCH

On Tuesday, February 10, the marriage ceremony of Mr. Alfred Bartsch and Miss Cries, both of New York, will be performed. Mr. and Mrs. Bartsch will start immediately thereafter on their wedding tour and will be gone five weeks. They will go first to Chicago, thence to the Grand Canon, Los Angeles, San Francisco, Sacramento, Salt Lake City and Denver, returning to Chicago, and from there to Detroit, Niagara Falls and New York City.

NEW KLAXON SUITS

The Lovell-McConnell Manufacturing Company, of Newark, N. J., has now started suit against the Nonpareil Manufacturing Company, of New York City, maker of the Pilot horn. The Lovell-McConnell company has also applied for a preliminary injunction against the A. Elliott Ranney Company, New York City, distributor for the Hudson automobile. The Klaxon manufacturers sued this company last year, for infringement in affixing Sparton horns on Hudson cars.

W. M. Sheets, Who Has Just Been Promoted to District Manager of Miami Interests in Indiana, Kentucky, Arkansas and Parts of Tennessee, Illinois and Wisconsin. See Item at Left.

SALE OF HAGSTROM PROPERTY

Following the filing of a petition in bankruptcy by the Hagstrom Brothers Manufacturing Company, Lindsborg, Kan., comes the announcement that the property of the company, including buildings and all the stock and fixtures, will be disposed of at auction on February 7. The property will be sold under the direction of Charles Lander, trustee of the estate. George F. Beatty is the referee in bankruptcy.

LEANDER WITH POPE

The accompanying photograph shows Carl Leander, of Chicago, Ill., who recently joined the forces of the Pope Manufacturing Company, of Westfield, Mass. Mr. Leander was at one time a salesman with the Edwards-Crist Company, of Chicago, and later he was identified with the Thor sales force.

FINE OFFICES FOR NEW DEPARTURE COMPANY

Bristol Firm Will Start Second Quarter Century of Success in Spacious Administration Building

BRISTOL, CONN.—The New Departure Mfg. Co., of this city, will soon occupy its handsome new administration building, which has been in course of erection for the last year, and it will then be possible to provide all the space needed for the most advantageous handling of the office and executive work.

The phenomenal growth of this company in the last few years has made it necessary frequently to provide large additions to its manufacturing facilities. The demand for New Departure coaster brakes and ball bearings has increased so rapidly that the company could not wait to build necessary additions and bought out the extensive plant of the Whitlock Coil Pipe Company at Hartford, comprising 145,000 square feet of floor space. It was not long before further additions became necessary. Office quarters were also insufficient, and it was decided to provide adequate facilities by the erection of this building, which is 62 feet wide, 220 feet long, and six stories high, including the basement. The building is modern in every detail of construction and absolutely fireproof.

The outer walls are of light gray tapestry brick in three shades, relieved by broad ribbons of blue and green colored tiles, in panel effect, at the second and fifth stories. The front entrance is approached by a broad flight of granite steps and over it is a large copper marquise, finished in verde antique, blending with the green tile. On either side of the entrance are large hand carved limestone panels.

The Artistic Interior.

The main vestibule of the building has a quion ceiling decorated in Roman gold. The side walls are paneled in marble. Verde antique marble is used with centers of Bresch Opal and borders of verde antique. The floor is also of marble and tile, worked out in geometrical design, with the monogram of the company in green and white as a center piece. The main lobby, just beyond, is 16 feet square and has a floor of Italian marble, with a border of the predominating verde antique. The wainscot is eight feet high and worked out in Bresch Opal and scagliola, with ornamental capitals. The wall surfaces are ornamented with pilasters of Royal Irish scagliola.

The ceiling of the lobby is in simple design of pleasing colors, toning up with the marble work. A dome in the center permits placing of the electric lamps in such a manner as to greatly diffuse the light. At the corners are four smaller domes, with lamps similarly positioned. An electric elevator of the latest type runs from the lobby of the building to the lobby of the office, located on the fifth floor.

At the front and south side are located the private offices of the officials and heads of departments. These are finished with panels of mahogany carried up to the height of the window sills. The partitions between the general office are of plate glass above the wainscot. The floor is tile and the ceilings have a simple Greek cornice worked out in ornamental plaster, in delicate shades of cream and apple green, which softens and intensifies the light. At the west side is a double fire and burglar-proof vault of two stories. All equipment in this vault is steel and absolutely fireproof. The entrance to the vault is guarded by modern fire and burglar-proof doors of steel. A feature of the main office is the large leaded glass dome ceiling light, running 112 feet long and 16 feet wide. This is supported on pilaster columns of the Doric order. The colors in the dome are opalescent greens and ambers, which catch and diffuse the sun's rays without causing shadows.

On this floor, in addition to the general office, is a large foremen's conference room with a small kitchen attached, equipped for serving luncheons. All office furnishings are of mahogany, and the workers in each department are immediately opposite the private office of the head of that department. The remainder of the building will be occupied principally in the inspecting and assembling of the company's product. The first floor will be given over entirely to shipping and receiving.

The Company's Wonderful Growth.

The company this year enters upon the second quarter-century of its existence. Something like twenty-five years ago, the New Departure Manufacturing Company started business in a small room containing less than 60 square feet, and today it is occupying nearly that many square acres, with several millions of dollars invested in machinery operated by two thousand skilled mechanics, and busy day and night the greater part of the time. It is one of the most thoroughly-equipped manufacturing plants in America. One entire building is devoted to the scientific study and analysis of steel and manufacturing processes. This building is equipped with chemical, metallurgical, and physical testing laboratories, outfitted with the most modern apparatus.

Beginning January 1, changes were effected in the organization which will still further develop the plant. Albert F. Rockwell, who was one of the founders of the company and whose genius has developed the patents covering the company's product, has been relieved of certain managerial details, but continues his duties as president.

DeWitt Page, who has also been identified with the company almost from its inception, in later years as secretary, sales manager, purchasing agent and advertising manager, has been appointed general manager. Mr. Page is well known to the trade and brings to his position unusual ability and a knowledge of the company's affairs in production and promotion which especially qualify him for the position.

Charles T. Treadway, who for some years past has been treasurer of the company, continues in that capacity, but also becomes Chairman of the Board of Directors, and in that capacity is an important factor for the future development of this most successful New England manufacturing enterprise.

AN ATTRACTIVE CARRIER

Riders desiring an efficient and inexpensive luggage-carrier will find much to interest them in the offerings of the Waldorf Motor & Machine Company, 133-137 Cannon street, Bridgeport, Conn. Its adjustable luggage carrier is adaptable for use on any make of machine. The top is 10 x 16 inches, and is turned up at the back to prevent luggage from sliding off. The Waldorf carrier is made in two models, Nos. 1 and 2. No. 1, which is shown in the accompanying illustration, sells for $3, while No. 2, which is furnished with extension, extension nuts and footrests, is quoted at $3.50.

NEW F. A. M. BOOK READY

Secretary G. B. Gibson, of the F. A. M., is sending out notices to the effect that the Federation's 1914 Helping Hand Book, containing the names and addresses of registered repair shops, is ready for distribution. These books will be sent to members on receipt of a post card giving the applicant's F. A. M. number.

WESCHLER AT PITTSBURGH

Frank J. Weschler, treasurer and sales manager of the Hendee Manufacturing Company, Springfield, Mass., is shown at the left

in the accompanying photograph, with A. G. Schmidt, manager of the Motorcycle Exchange, Indian distributors in Pittsburgh, Pa. Weschler is making his annual tour among the Indian distributors, and as usual his report is one of optimism. The current year, predicts the Hendee official, will be the greatest in the annals of the trade.

U. S. RUBBER ANNUAL DIVIDEND

A dividend of 2 per cent. on the first preferred stock and 1½ per cent. on the second preferred, of the United States Rubber Company, New York City, has been declared. A dividend of 1½ per cent. has also been declared on the common stock.

NATHAN LINE DESCRIBED

An attractive catalog descriptive of its exhaustive line of motorcycle and automobile fabric supplies has just been completed by the Nathan Novelty Manufacuring Company, 88a Reade street, New York City, and will be ready for distribution in two weeks.

R. E. MALONE WITH SHALER

R. E. Malone, formerly sales manager of the Auto Steam Vulcanizer Company, will hereafter travel for the C. A. Shaler Company, of Waupun, Wis.

WHAT A TOLEDO MERCHANT HAS TO SAY ABOUT THE DELIVERY VAN

Motorcycle Outfit is Saving Money for Him and Two Horses Have Already Been Disposed of.

One of the Sawkins Delivery Vans.

NOW that the motorcycle sidevan is receiving the serious consideration of commercial houses throughout the country, any authoritative statement regarding the expense attached to the operation of such an outfit is of general interest, and the figures given below by George W. Sawkins, a Toledo merchant, are especially pertinent. Until recently Sawkins used four horse-drawn vehicles in his delivery department, and finally he was persuaded to try a Yale motorcycle delivery van. Mr. Sawkins was skeptical as to the ability of the machine to do all that was claimed for it, and did not place his order until the outfit had proved its worth.

The Yale and delivery van made good from the start. It covered more territory and made deliveries and in less time than three horses and wagons. What is more, it cost less to operate than one horse and wagon. It goes without saying that Mr. Sawkins purchased that motorcycle outfit. Shortly afterward he disposed of two horses and wagons, keeping the other two for odd jobs and occasional use. The motorcycle van is handling his delivery work with efficiency, speed and economy such as he did not think possible.

The following figures submitted by Mr. Sawkins, covering a week's performance of the Yale outfit, furnish food for thought for every merchant whose business includes a great deal of delivery work:

Monday—covered 35 miles, making 58 stops; Tuesday—40 miles, 86 stops; Wednesday—26 miles, 55 stops (store closed half-day); Thursday—52 miles, 91 stops; Friday—39 miles, 93 stops; Saturday—38 miles, 78 stops. During the entire week the Yale outfit covered 235 miles, making a total number of 464 stops. The gasoline consumption was 4¼ gallons and 5½ quarts of oil were used. The total cost for fuel and oil was $2.42, which gives an average cost of 1 cent per mile for operating expenses. The machine and van referred to are shown herewith.

PATENT SUIT IS DISCONTINUED

The suit charging infringement of a spark plug patent, which was filed by C. A. Mezger against the Emil Grossman Co. recently, has been discontinued without costs. It was claimed that the Grossman company had encroached upon certain improvements covered by patent No. 700,147, and the order was entered in the United States District Court for the Southern District of New York on December 31 last.

STEWART-WARNER EARNINGS

A report on the net earnings of the Stewart-Warner Speedometer Corporation for 1913 shows a total of $1,145,132, which is equivalent to 10 per cent. on common stock, after paying a 7 per cent. dividend and the sinking fund on the preferred. The profit and loss surplus on January 1 was $573,027.

NEW CINCINNATI COMPANY

The American Plug and Vulcanizing Company, of Cincinnati, Ohio, has been incorporated with a capital stock of $2,000, to manufacture puncture-proof material. Cloyed K. Barker, Frank L. James, R. A. Mock, E. M. Hurley and Frank S. Cates are the incorporators.

MORE CANFIELD LICENSEES

Two of the latest spark plug manufacturers to take out licenses under the Canfield patent owned by the A. R. Mosler Company, are the McCormick Manufacturing Company, of Dayton, Ohio, and the Eastern Machine Screw Corporation, New Haven, Conn.

LAKE COMPANY REORGANIZES

Under the name Flxible Sidecar Company, the B. A. Lake Manufacturing Company, of Big Prairie, Ohio, has been reorganized and will have its headquarters at Mansfield, O. The company reports a heavy demand for its sidecar, and states that the changes referred to will enable it to extend its manufacturing facilities and begin deliveries sooner than was expected. The sidecar is to be sold under the trade name "Young Flxible." Yes, the "e" is left out of flexible.

TO MANAGE TOLEDO BRANCH

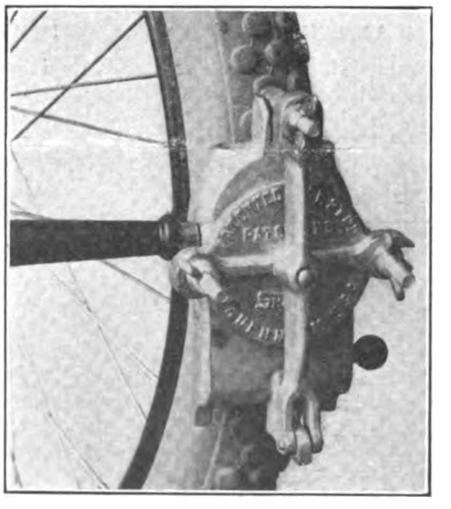
The United States Tire Company has promoted C. Q. Vaughn, formerly district representative at Toledo, Ohio, to the position of manager of the United States branch at that city. Judd Cox, the former resident manager, will be city sales manager and George H. Wood becomes office manager.

CAPITAL IS DOUBLED

The Hartford Rubber Works, Hartford, Conn., recently filed a certificate increasing its capitalization from $1,000,000 to $2,000,000. This new stock is preferred cumulative, bearing 6 per cent., and it is offered at par.

REPUBLIC RETIRES STOCK

At a recent meeting of the stockholders of the Republic Rubber Company, of Youngstown, Ohio, it was decided to retire $2,500,000 of the preferred stock and refund this stock under a new issue. It was also voted to increase the capitalization. The increased capital will be used to enlarge the company's output.



In the above illustration is shown the safety Vul-Kit, manufactured by the C. A. Shaler Company, Waupuin, Wis., which was described in our January 8 issue. It is of the portable size and sells for $3.50.

TO CONTINUE RACING AT DETROIT

It is practically certain that there will be motordrome racing in Detroit, now that the affairs of the Motordrome Company have been satisfactorily arranged. Although the indebtedness of the company was $12,000 at the close of last season, the officials issued notes payable one year from date to cover this debt, and to continue the operation of the track in 1914.

Last season's receipts, despite five stormy Sundays when racing was impossible, amounted to $36,000, which was paid out for running expenses and the upkeep of the track. The officials figure that next year, with good weather, the receipts should amount to at least $50,000, which would enable the backers to pay off all of the track's indebtedness and have a fair profit.

The new officers of the Motordrome Company are: F. M. Bramley, president; E. H. White, vice-president; E. R. Martin, treasurer, and C. C. Phillips, secretary. These officers, together with Referee Adcock form the board of directors.

BESSOM WITH WHEELER & SCHEBLER

Earl Bessom, well-known to the carbureter trade, is now on the Wheeler & Schebler staff, and will be an active member of the sales organization.

HART'S MACHINE GONE AGAIN

Frank Hart, of 301 West 111th street, New York City, is for the second time a victim of motorcycle thieves. Hart's machine, which was a 1913 model two-speed Indian number 88E998, and which was equipped with a Long horn, speedometer, lamp and rear seat was stolen from in front of his home on the evening of January 12. This was an exceptionally fast machine, which Hart rode in the Savannah race.

FAVORS MOTORCYCLE CORPS

Brigadier General George P. Scriven, chief signal officer of the army, has advised Congress to establish an army motorcycle corps. General Scriven believes that motorcycles would prove extremely valuable in delivering telegraph messages and in general field work.

STANDARDIZATION WORK PROGRESSING

Catalog Committee of Cycle Parts and Accessories Association Makes Recommendations Based Upon Experiences of Others—Data Is Submitted to the Association Members.

CONSIDERABLE progress has been made by the Catalog Committee of the Cycle Parts and Accessories Association, of which E. Horace Hawthorne, of the Hawthorne Manufacturing Company, is chairman. The committee has gathered data which has been sent to the manufacturers and jobbers, together with seven questions to be answered, and a diagram showing the sizes of the catalogs used by some of the leading companies at the present time.

Attention was called to the fact that other associations have adopted standard catalog sizes of 6 inches by 9 inches, 9 inches by 12 inches, or 4 inches by 6 inches. The 6 by 9-inch size has proved the most acceptable, it is stated, the printed matter on these pages measuring 5 by 8 inches.

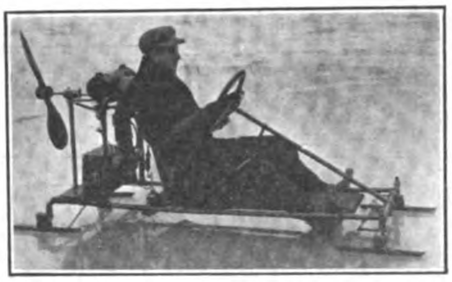
Another advantage pointed out in using this size is that printers always carry mailing envelopes of a size suitable for containing such catalogs. Also, many furniture manufacturers are building special files to accommodate the 6 by 9-inch catalog.

It is the purpose of the committee in questioning the members of the association to ascertain which size will suit the greatest number so that it may carry on its work and save money for the members. It is also anxious to learn which sizes of electrotypes are recommended, and whether cuts should be made of wood, zinc or copper.

AN EMBLEM ENTHUSIAST

It is safe to say that Hugh Baumgras, of 423 Pearl street, Lansing, Mich., is one of the most enthusiastic riders in the country, chiefly because his Emblem mount has more than met all his expectations. Baumgras recently forwarded an unsolicited letter to the Emblem manufacturers stating that the service he obtained from his machine was little short of wonderful. As an instance of his mount's general efficiency he stated that at the finish of a recent 90-mile trip over sandy roads his gasoline tank still contained some gasoline, although it had not been replenished along the line.

J. Vanderpool, of Green street, Xenia, Ohio, has taken the agency for the Dayton.



A Novel Ice Machine Fitted With an Aeroplane Propeller. It is Credited With Remarkable Speed.

THE DEALERS' CONTEST

ONE of the letters printed in the dealers' "Most Difficult Sale" department of the last issue was credited to A. H. King, of Stanton, Neb., when it should have been signed A. H. Kunz. Mr. Kunz writes that he has hopes of landing first prize, and that he can't afford to take chances on a misunderstanding over his name. In explanation we can only say that the names King and Kunz when hurriedly written do not differ greatly in appearance, and that the error was due simply to a misinterpretation of the Kunz chirography.

In the next issue will appear another batch of letters from dealers who describe the conditions attending their most difficult sales. It is noteworthy, by the way, that few really difficult sales have been dealt with so far, and that there is still an excellent chance for dealers to break into the contest and chug off with a prize. The letters so far received are readable, instructive, often amusing, but they do not treat of really *difficult* sales. Riding several miles to interview a farmer on a warm day and then closing the deal in a few hours does not make a sale difficult. The dealer should aim to tell how he "landed his prospect" when the outlook was almost hopelessly black and all the conditions utterly discouraging. There are plenty of just such sales. Who makes 'em, and how are they made?

For the best letters of not more than 350 words each, written by motorcycle dealers under the caption "How I Closed My Most Difficult Sale," "Motorcycle Illustrated" will give $50 in prizes—$25 for the winning letter, $15 for the second best and $10 for the third. The contest closes at noon on Saturday, February 28. Address your letter to Contest Editor, "Motorcycle Illustrated," 51 Chambers street, New York, and forward it without delay. Write for more detailed information if you feel that it will help you.

YALE CLIMBS PROSPECT HILL

Prospect Hill, a decidedly "high spot" east of Manhattan, Kan., was climbed by a motorcycle for the first time when Elmer Kittell, of Manhattan, recently rode his Yale to the summit. The grade is steep and rough and the approach to the hill makes it impossible to rush it.

FREED'S LONG TRIP

A. Freed, president of the Pacific Motorcycle Supply Company, San Francisco, Cal., made a special trip to New York City to inspect the motorcycle exhibit at the Grand Central Palace Show.

KANSAS PLANNING BIG SPEED EVENT

Hope to Stage 300-Mile Motorcycle Race on Dodge City Two-Mile Speedway on July 4 with All the Stars Participating—Committee Promises $1,200 in Cash Prizes for Winners.

PRATT, Kan., January 27.—A committee from Dodge City, Kan., was here today to ask for the co-operation of the F. A. M. and the Short Grass Touring Club in the staging of a 300-mile motorcycle race on the Dodge City two-mile circular speedway on July 4. The track is oval in shape, well banked and wide at the turns, and will permit of a speed of 75 miles an hour, it is claimed.

It is the intention to have the race staged under the auspices of the Short Grass club. The committee states that it will furnish $1,200 in cash prizes, as well as merchandise. The winner will receive $600, a trophy and other prizes, bringing the total up to $1,000. The second prize will be $300 and the remainder will be divided among the next four finishers.

There will be a timer, a checker and a clerk for every two riders, and the entry list will be limited to forty. It is planned to make the event a national one, and in making its first announcement the committee states that it expects such riders as Baker, Perry, Goudy, Balke, Warner, Baribeau, Graves, Constant, Mathews and other top-notchers to participate. The various factories have been asked to enter their best riders, and invitations have been sent to the Auto-Cycle Union of England, as well as the French and Canadian associations. The foreigners have often expressed a desire to try conclusions with the American riders on their own soil, and it is hoped that they will have representatives at the Fourth of July event.

The entry list is now open and interested riders should write to A. P. McCollum, of Dodge City. Special trains will be run from all parts of Western Kansas to the city.

The recent suit instituted by the Bosch Magneto Company against the Miami Cycle & Mfg. Company for breach of contract has been amicably settled and the Flying Merkel for 1914 will be Bosch-equipped.

MOTORCYCLE

R. Smith, an M. M. Rider of Preston, Minn., Who Has Made a Number of Long Trips of Late in Spite of Bad Roads.

MOTORCYCLES DEALERS SUPPLIES, ETC.

KANSAS CITY BUSINESS

Kansas City, Mo.—Motorcycle business is picking up in this city to such an extent that four dealers have been forced to move into more commodious quarters, and another will have to secure new quarters within a month. Charles Hanson, agent for the Indian, has moved from 1406 Grand avenue to 1421 Grand avenue; the Murray Motorcycle Company, agent for the Harley-Davidson, has moved from 412 East Fifteenth street to 1509 Grand avenue; Newby Brothers, Flying Merkel, Henderson and Thor agents, have gone to Nineteenth street and Grand avenue from 3030 Main street, and F. E. Brake, Yale agent, has moved to 509 East Fifteenth street. Considerable attention has been attracted by the various new models, and several will doubtless be shown at the coming automobile show. The Murray Motorcycle Company reports that it has been able to get only two Harley-Davidson trucks, and that these were sold immediately, one going into messenger service, and the other to a wholesale cigar firm.

CLUB RIDERS GET NEW MOUNTS

George C. Sandruck, distributor for the Flying Merkel in Baltimore, Md., reports the following recent sales: George W. Coggins, secretary of the Chesapeake M. C., self-starter, two-speed model; John A. Dunn, treasurer of the Baltimore M. C., John Folkens, John Gantling, Charles Lang, Alfred Mobray, A. J. Block and G. E. Block.

MORE DIRT TRACK RACING

The Detroit Dealers' Association, Detroit, Mich., are to make an effort to revive dirt track racing on the State Fair grounds track. Definite plans are to be made and dates for the meets will be arranged at an early meeting of the association.

NEW SALT LAKE CITY FIRM

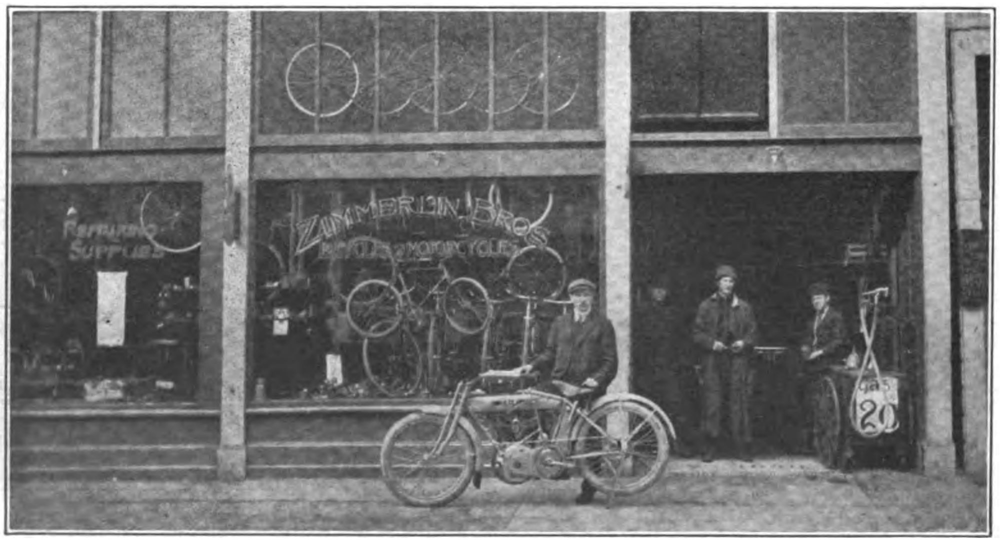
"The House of Hopper" is the latest addition to the motorcycle agencies in Salt Lake City, Utah. Norman C. Hopper, organizer of the new firm, which will handle the Harley-Davidson motorcycle exclusively, was formerly manager of the sales force of the Bicycle Supply Company, of Salt Lake City. Mr. Hopper has been actively associated with the bicycle and motorcycle trades for the past fifteen years, and is himself a rider of note. He won the Sidney Thousand, at Sidney, Australia, several years ago, and later figured popularly in the New York six-day races. He also acted as manager of the Wandamere Motordrome for one season. W. D. Rishel, former F. A. M. referee, manager of the Utah Automobile Trades' Association, and auto editor of the Salt Lake *Tribune*, is associated with the new firm. Mr. Rishel will take care of the financial end of the business.

A PORTO RICAN DISTRIBUTOR

C. W. Siegmund, general manager of the Porto Rico Motorcycle Supply Company, San Juan, P. R., who was among the visitors to the recent New York Show, closed a contract with the Miami Cycle & Manufacturing Company for the exclusive distribution of Flying Merkel motorcycles and the Miami line of bicycles in Porto Rico. He also availed himself of the opportunity to visit the Middletown and Indianapolis plants of the Miami company. Before returning to San Juan he made arrangements for the immediate shipment of a large number of Merkels and a carload of bicycles. Siegmund will appoint sub-agents.

NEW PIRATE AGENCY

Fred Nocheck and Reuben Eifert, of Cincinnati, Ohio, announce that they have completed arrangements to represent the Pirate motorcycle, manufactured by the Milwaukee Motor Cycle Company, of Milwaukee. Their headquarters at 2233 Spring Grove avenue, Cincinnati, will have the new Pirate models on exhibition about February 15. Extensions have been made for the new season.



Where Yales Are Sold in San Francisco. See Item at the Right.

Indian Motocycle
Motorcycle Headquarters

Headquarters of Roy R. Baer, Busy Indian Agent in Sterling, Ill.

REDUCE EXCHANGE ALLOWANCES

Detroit (Mich.) dealers have decided on a reduced scale of allowances for second-hand machines taken in trade and the new basis is 25 per cent. lower than in former years. In 1913, the maximum price paid was $200, and the minimum price about $150. This season the high price is to be $150 and the minimum price $100.

THE YALE AGENCY IN FRISCO

The illustration at the left shows Zimmerlin Brothers' store in San Francisco, Cal. The Zimmerlin brothers were formerly employed in the Peugeot factory in France, and are proving alert boosters for the Yale.

LINING UP FAIR ENTHUSIASTS

Washington, D. C.—Through the efforts of H. Cross, manager of the local branch of the Haverford Cycle Company, Excelsior distributors, a number of women of the district have been brought to look upon the motorcycle in a favorable light, and he is credited with being the first Washington dealer to sell a motorcycle to a woman. Late reports are to the effect that he now has five or six fair enthusiasts lined up for sales. The National Capital Motorcycle Club, of this city, is planning to have a ladies' auxiliary in the near future.

SILSBY IS OPTIMISTIC

I. H. Silsby, of Cleveland, Ohio, distributor for the Flying Merkel in northern Ohio, is another motorcycle dealer who laughs at the rumors of hard times. When interviewed recently, Silsby said that there is no such thing as business depression in the motorcycle line for a dealer who is properly handling a good machine. Silsby ought to know, for he has just sent in his order for a second carload of 1914 models. During the last few weeks he has been busy closing contracts with subagents.

WANDERSEE A RESULT-GETTER

Speaking of live-wire motorcycle dealers, reference should be made to the W. E. Wandersee Company, of Detroit, Mich. Although the company is practically new in the game its methods of doing business have already brought big returns. Wandersee is of the opinion that a new company should have plenty of publicity, and scarcely a day passes but that an article appears in one of the Detroit newspapers mentioning the activities of the busy dealer, whose efforts to bring the Harley-Davidson before the public eye have been highly fruitful.

Wandersee was also instrumental in the organizing of the Wandersee Motorcycle and Athletic Club, which has been conducting endurance runs regularly throughout the winter. During the latter part of this month the club will send a team to Chicago to compete in the track meet to be held in that city.

NEW DEPARTURE AGENTS

Pruyn and Bilodeau, of Hyde Park, Boston, and 1876 Broadway, New York City, have taken the agency for the New Departure ball bearings. The company has maintained a ball bearing repair shop for some time. Sales Manager M. George Tigar will have his headquarters in New York.

TORRES OPENS MOTORCYCLE SHOP

Ben Torres, popular among riders in Central California, has purchased the Pope motorcycle shop in San Jose, and has opened a motorcycle garage on the Santa Cruz road near San Jose. Torres has been in the motorcycle game for four years, and is well known as a repairman and mechanic of ability.

YALE DEFIES SNOW

When Colorado Springs, Colo., was in the grip of the recent blizzard which swept that part of the State, T. J. Potter got out his Yale motorcycle and made a trip. The accompanying illustration shows him astride his machine, undaunted by the big drifts. Much comment was aroused by the feat, as transportation in the city was practically tied up.

MOTORCYCLE GARAGE
E. L. MOODY THE MOTORCYCLE MAN

E. L. Moody (at Left) aud J. H. Lilienthal, of Glencoe, Minn., on a Recent Duck Hunting Trip. Moody is the "Motorcycle Man" in Glencoe. Note His Sign in the Rear.

COLEMAN'S ANNUAL "OPENING"

William Coleman, the popular proprietor of Coleman's Motorcycle Shop, 43 Bowery street, Akron, Ohio, held his annual season opening late in January. The Coleman shop is one of the neatest and most up-to-date motorcycle stores in the Middle West. Invitations were sent out to every rider in and near Akron, and, although a "near"-blizzard was in progress, almost 200 riders or prospective riders gathered at the store to avail themselves of the opportunity to inspect the latest models of the Flying Merkel, Coleman's first carload having arrived two days before.

During the entire afternoon Coleman was kept busy passing out good cigars and leather cigar cases, the latter being given as souvenirs. A. O. Lemon, the Flying Merkel dealer at Youngstown, and I. H. Silsby, the Cleveland agent, as well as F. L. Valiant, of the Middletown factory, were on hand to help to demonstrate the new Merkels for the benefit of visitors. Four machines were sold and a number of prospects lined up.

FARRELL IS MARRIED

William P. Farrell, of the firm of J. W. Grady & Company, 68 High street, Worcester, Mass., recently was married to Honora F. Reidy, of that city. Mr. and Mrs. Farrell will spend their honeymoon in New York City and Bermuda, and upon their return to Worcester will occupy their newly built residence at 25 Gates Lane.

LIPPOW OPENS AGENCY

L. Lippow, formerly vice-president and general manager of the Milwaukee Cycle and Supply Company, Seventh street and North avenue, Milwaukee, Wis., has severed his connection with that firm and has arranged to represent the Flying Merkel and Henderson motorcycles. He will have his headquarters at 732 Third street.

AT THE DETROIT SHOW

W. E. Wandersee, the Harley-Davidson agent at Detroit, Mich., was the only motorcycle dealer to exhibit at the Detroit Automobile Show. Other machines were exhibited by motorcycle accessory firms, of which there were 21.

FLYING MERKEL IN THE HUB

C. A. Van Doren, New England district manager of the Miami Cycle & Manufacturing Company, Middletown, Ohio, reports having closed a contract with the Hub Cycle Company, of Boston, Mass., to handle the Flying Merkel in that city.

TESTING DEMONSTRATOR

A. L. Hall, Reading-Standard and Dayton dealer in Seattle, Wash., has just received his 1914 R-S demonstrator and is trying out its hill-climbing qualities. Hall's repair department keeps three mechanics busy most of the time.

AT THE ST. LOUIS SHOW

The Flying Merkel, Indian, Henderson, Pope, Thor, Yale and Harley-Davidson motorcycles will be exhibited at the St. Louis Motorcycle Show, which opens at the Coliseum, on February 9.

BINGHAMTON DEALER MOVES

B. E. Jewell, of Binghamton, N. Y., has moved to 74 State street, where he will handle a complete line of motorcycle accessories. Jewell is agent for the Excelsior and Flying Merkel.

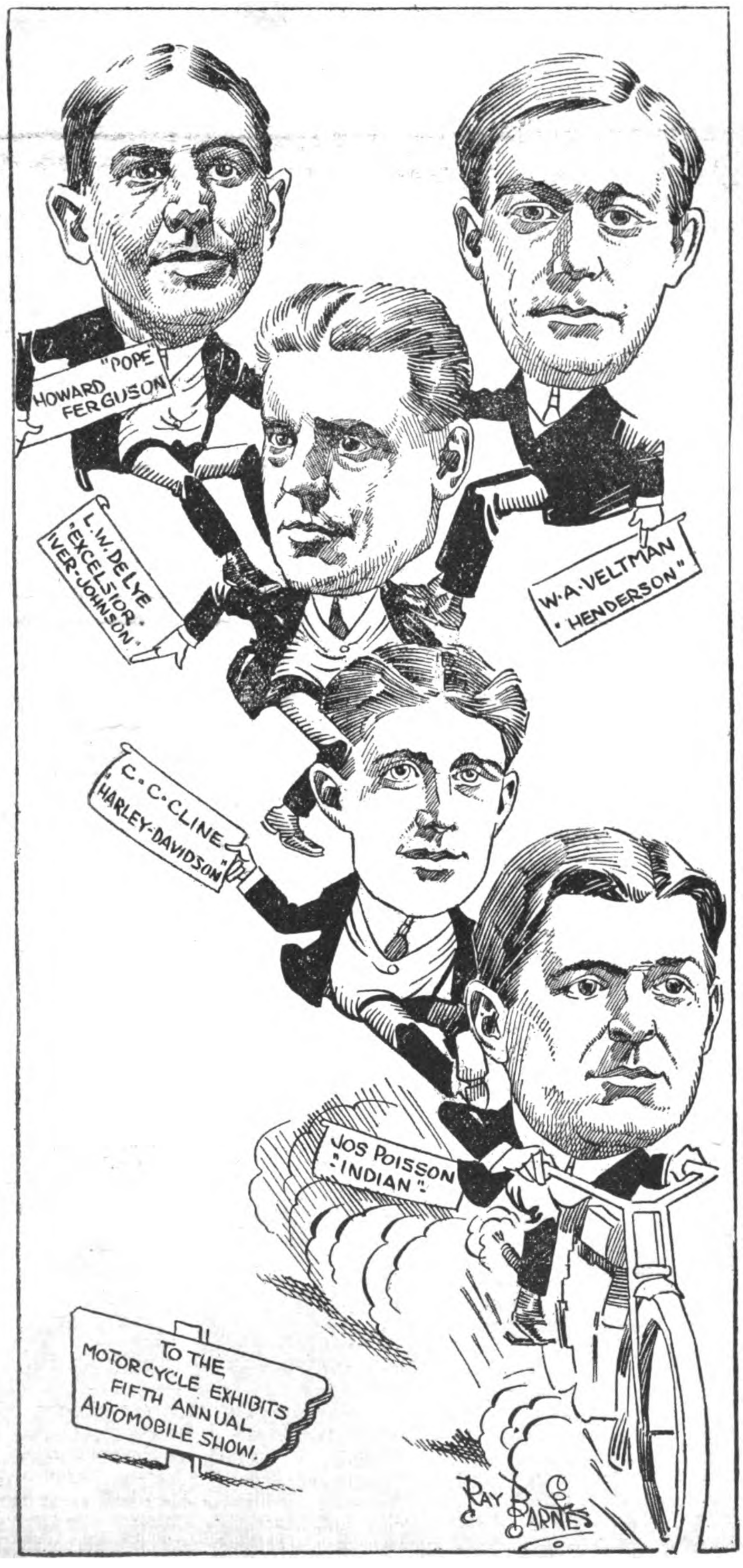
IN NEW ESTABLISHMENT

Carver & Brown, of Binghamton, N. Y., have lately removed to new quarters at 144 Court street. They are agents for the Yale, Henderson and Dayton motorcycles.

THREE F. A. M. SHOPS

Late repair shop registrations as reported by Secretary Gibson follow: The Frederick Tiemeyer Motor & Supply Co., 1401 East Eager street, Baltimore, Md.; Whitney & Lange, 203 Fourteenth avenue, East, Cedar Rapids, Iowa, and L. I. Goodrich, Thirteenth street and Foltaire avenue, Goodland, Kansas.

The Motorcycle Dealers of Grand Rapids, Mich., Who Have Displays at the Annual Automobile Show—A Lively and Prosperous Quintet.


HOWARD "POPE" FERGUSON
L. W. DELYE "EXCELSIOR" IVER-JOHNSON"
W. A. VELTMAN "HENDERSON"
C. C. CLINE "HARLEY-DAVIDSON"
JOS POISSON "INDIAN"
TO THE MOTORCYCLE EXHIBITS FIFTH ANNUAL AUTOMOBILE SHOW.
RAY BARNES

NEW YORK COMPANY CHANGES LOCATION

Motorcycle and Accessory Dealers Take Up Headquarters on Broadway After Nine Years of Successful Business on Eighth Avenue—Day and Night Service a New Feature.

ONE of the oldest motorcycle and accessory establishments in New York City, The New York Motorcycle Company, Inc., announces a change of address from 782 Eighth avenue to 1777 Broadway. The company has occupied the store at 782 Eighth avenue for nine years, during which time it has built up a strong following. In its new location the company will be better able to handle its business, which it reports is steadily increasing. The new store is more centrally located and is accessible by subway, elevated cars or trolley.

H. O. Gliesman, president and treasurer, writes that the company will give particular attention to the expansion of its parts business, and with this end in view will stock a complete line of parts for all makes of machines. Its line will also include all makes of coaster brakes, several brands of saddles and the Eclipse free-engine clutch. In this way the company will be able to give its customers immediate service at all times. "Service," says Mr. Gliesman, "is the keynote of our business."

In the parts line the company will also act as jobbers, supplying those of the Metropolitan dealers who wish to avail themselves of the quick service. They will be given the regular trade discount. The company is also distributor for the Thor and will have a distinct department for the exhibition and demonstration of this machine. Second-hand machines will be handled in the company's branch at 318 West Forty-ninth street.

The Broadway headquarters of the New York Motorcycle Company is one of the largest and best-equipped in the city. It is fireproof throughout, steam-heated and electrically lighted. The repair department is set off from the rest of the offices and salesrooms, and storage space is also included in the new store. In this connection the company states that it has provided benches, vises and plenty of space for riders garaging their machines in its store. The store will be open day and night.

NEW MERKEL DEALERS

One of the latest recruits to the agency ranks is R. B. "Mud" Gardner, who will handle the yellow Jacket line in Mansfield, Ohio, and vicinity. The contract was made through I. H. Silsby, of Cleveland, distributor for the Flying Merkel in Northern Ohio.

Other Flying Merkel agencies with whom contracts have been closed during the last ten days are: Amos Carriage Works, Greenville, Texas; Frank S. Archer, Manhattan, Kan.; Crusey Brothers, Sidney, Ohio; Charles W. DeView, Harrisonburg, Va.; William E. Geisch, South Bend, Ind.; James H. Kelly, Troy, N. Y.; Chris Morler, Boise, Idaho; McCoy Brothers, Jackson, Ohio; J. F. Riggs, Sodus, N. Y.; R. S. Standard, Winstead, Conn.; Vera & Curry, New Bedford, Mass.; West & Parver, Rochester, Minn.; C. E. Wyeth, Newark, Ohio.

A SIDECAR PARTY

With Corey DeLong driving, L. P. Hamilton on the tandem and Mrs. Hamilton and young William Hamilton in the sidecar, the outfit shown in the accompanying photograph recently excited considerable interest in the streets of Cambridge, Mass. DeLong is the Excelsior dealer in Cambridge, and Hamilton is the treasurer and general manager of the Baxter Sidecar Company, also of Cambridge. The sidecar is a Baxter, model 21, and has proved capable of carrying two passengers without any apparent strain.

A STOLEN YALE

A 1913 Yale twin, owned by Elmer Simmermaker, of Tacoma, Wash., has been stolen. The motor is number 20364. The machine is chain-driven, equipped with lamp, Prest-O-Lite tank, F-N tandem seat, Trinity chimes horn and auxiliary air valve on intake manifold. A reward of $25 will be paid for the recovery of the motorcycle and the arrest of the thief, or $15 will be paid simply for the recovery of the machine.

BARR'S HOUSE-WARMING

By way of formally opening his new quarters which are located at 125 East Third street, Fred J. Barr, of Davenport, Iowa, distributor for the Flying Merkel, recently held a house-warming party to which all the riders in the tri-cities were invited. Barr had just received a carload of 1914 Flying Merkels, which were on exhibition for the occasion. A buffet lunch was served and yellow chrysanthemums were distributed to the ladies present.

A SALT LAKE AGENCY

Salt Lake City, Utah.—The Meredith Motor & Bicycle Company, Inc., of this city has moved from its old location, 42 East Fourth street, three doors eastward. The Meredith company announces that it has just renewed its contract with the Miami Cycle & Manufacturing Company, Middletown, Ohio, whereby it will distribute Flying Merkel motorcycles and the company's bicycle line in Utah. A. H. Meredith, president of the company, is on a trip to the Pacific Coast, while Manager B. Brodbeck is in charge of the fitting up of the new store preparatory to the spring opening.

The new showroom has a frontage of 30 feet and a depth of 42 feet. The repair shop is 33 feet deep and 30 feet wide. Fred Whitler, whose performances on the Wandamere bowl in Salt Lake City are well known to followers of board-track racing, is in charge of the repair department.

IT PLEASED US, TOO

That the full-page drawing which appeared in the December 11 number of MOTORCYCLE ILLUSTRATED depicting a scene in the store of a motorcycle dealer upon the arrival of his 1914 demonstrator, "hit the nail on the head" is evident from the fact that the drawing was reproduced in the January number of *Elco Flashes*, a monthly bulletin issued by the Elyea-Austin Company, of Atlanta. *Elco Flashes* is a snappy little paper full of breezy news of the motor trade and we are glad to have it pass along our cartoon. The Elyea-Austin Company markets the well-known line of Elco motor specialties and is distributor for the Flying Merkel.

MERRYMAN WINS RACE

As the result of a bet made at the Baltimore motorcycle show, Freddie Tiemeyer, the champion of Maryland, and R. H. Merryman, of Merryman & Robinson, state agents for the Dayton, held a match race from Towson to Timonium, a distance of four miles. Tiemeyer was mounted on a twin Pope, which he represents here, and Merryman rode a Dayton of the same power. Billy Randall was the starter and Howard A. French the referee. Tiemeyer got away first and led for the first half mile. Merryman then passed him and crossed the line a winner. Merryman pocketed the purse and then, elated over his success, issued a challenge to riders of other makes of machines in this section.

FLAT RATE RECOMMENDED

Columbus, Ohio.—If the recommendations of President C. C. Janes, of the Ohio Automobile Association, are followed, all motorcycles in Ohio will have to be registered with the Secretary of State, and a flat rate for registering them will be charged. The muddle over the constitutionality of the Warnes Automobile Law, which included motorcycles, still continues and an injunction against the Secretary of State to prevent his collecting fees still stands.

STATISTICS FROM WASHINGTON

Statistics just published by the Department of Commerce, Bureau of the Census, at Washington, show that 160 motorcycles were produced in 1899, at an estimated value of $33,674; that 2,328 machines were turned out in 1904, at an approximate value of $359,180, and that the output for 1909 was 18,628 motorcycles, valued at $3,015,988. Nix on the ancient history, Uncle Sammy; we were only striking our gait in 1909. How about a few figures on the 1913 output?

Fred K. Knowles, of Knowles & Son, Harley-Davidson Agents in Kingsley, Iowa, With His Sidecar Loaded to Capacity.

CHESAPEAKE CLUB TO MOVE

The Chesapeake M. C. decided at its last meeting to buy a club house on Pennsylvania avenue. Its present quarters on Baker street have long been considered too small for this growing organization. The new club house will have nine rooms, and the whole place will be furnished with mission furniture.

Strong Lineup of Enthusiasts at Fred Barr's Housewarming in Davenport, Iowa. Item Above.

Questions & Answers

FIRING POINT AT VARIOUS SPEEDS

EDITOR.—Regarding the firing point of a motor at various speeds, would the piston be any farther advanced at the time the explosion occurred at high speed than at low speed, provided the advance of the spark is in no way changed? If such is the case can it be proved to be so?

LEONARD FLEMING.

La Grande, Ore.

The piston will hardly be advanced at high speed as compared to its position at low speed when the spark occurs at the same instant of time. The charge is to be exploded at the instant that the piston passes the upper dead center without regard to the speed of the motor. If the spark is not advanced, but the throttle is used to increase the speed of the motor, the spark will not occur at the proper time and the explosion will consequently occur only at the proper time for certain speeds of the motor, but either too early or too late as the case may be at other speeds (between high and low speed). In order to get the best out of any motor it is necessary to regulate the position of the spark, advancing it as the speed rises.

The reason for advancing the spark on a gasoline motor is because of two lapses of time between the passing of the spark and the full action of exploding gases on the piston. These intervals or time-lapses occupy a considerable period in the latter part of the compression stroke. As they are practically the same at all times, in order to have the full force of the charge act on the piston the instant the dead center is passed, it is necessary to start the spark to work earlier. Thus, if the two intervals occupy 1/260 of a second and the whole compression stroke only 1/65 of a second the make and break of the magneto must occur at the instant that the piston has completed the first three-quarters of its compression stroke. If there is less interval for the whole compression stroke, say 1/70 of a second, the spark must be set off, at the make and break, at the instant that the piston has passed seven-tenths of its stroke. This means that an advance is necessary as the speed increases.

The two intervals are: 1—That due to ignition lag where there is a lapse of time between the actual make and break at the contact-maker and the instant the spark jumps between the plug points. This interval is due to the "building up" of the spark; *i. e.*, the time necessary for it to attain its full strength, enough to fire the explosive charge.

2. The interval due to combustion lag. It takes an appreciable time for the flame to spread through the charge and thoroughly ignite it sufficiently to act properly on the piston. This time is reckoned from the instant that the spark jumps between the plug points to that at which the piston commences to move.

The exact length of these intervals varies in different motors and in different forms of ignition apparatus. Battery systems have a greater ignition lag than high-tension magneto systems. One carbureter will give a fair mixture at certain speeds and will cause a greater combustion lag than at other speeds with the same carbureter. Hence we cannot give you the length of time taken by both lags.

CHARGING FROM PRIMARY BATTERY

EDITOR.—I am going to install a Vesta 2-volt, 60-ampere-hour storage battery on my machine and wish to know whether these units can be charged at home by means of a primary battery. If not, can one get directions for making a rectifier to transform 105 volts alternating current to 2 volts direct current?

F. W. HAMMIL.

Kansas City, Mo.

You can charge the accumulator from Fuller bichromate primary batteries, for example. With the Fuller cells, three may be necessary, fully fitted with elements and electrolyte. Connect the carbon of one cell to the zinc of the next, leading the carbon or positive of the end cell to the positive of the accumulator, and the zinc of the last cell to the negative pole of the accumulator. In order to get the proper amperage of charge, use a resistance between the Fuller cells and the accumulator. Have an ammeter in circuit so that the proper rate will continue at all times. German silver wire or a bucket of water will do for the resistance. The water should have a metal plate in it close to the side for one pole and another at the center for the other. Connect the wire from the Fuller cell (plus wire) to the center plate and that to the accumulator to the side plate. Regulate the resistance by raising the center plate.

For the construction of a rectifier, communicate with *Popular Electrics*, or some such publication. A reference to the files of one of these magazines may bring to light such a rectifier. As regards the bichromate cells, one filling will last for a number of charges of the accumulator. We recommend the Fuller cells as very satisfactory for this purpose; many automobilists thus recharge their lighting batteries when current is not otherwise available.

TOO LARGE A BURNER

EDITOR—I find that I cannot get the same number of hours of light out of my gas tank as formerly. The charges in the tank seem to be the same, but more gas is used. I fitted a ¾ foot burner to my headlight a short while ago to get more light and found it fairly satisfactory. Where is the trouble?

Albany, N. Y. DAVIS H. CULLOM.

The reason of the extra consumption is in using a larger burner than the lamp calls for. This rarely pays, especially as the increased size and power of the flame may crack the lens mirror. The size used for the lamp in question is a ½-foot burner. Naturally you will burn more gas with the ¾-foot tip, but we do not think that you get very much better light than you did with the smaller burner. We feel that you would get a satisfactory light with the ½-foot tip kept clean, and the consumption of gas will then be the same as before. There is nothing the matter with the gas tank at all. See that all tubes and pipes are gas-tight and that the burner sets into the carrier properly.

TIRE FILLING COMPOUNDS

EDITOR.—I understand that there is a tire-filling compound which forms an inner or solid body when put in place. What would it cost to fill a 28 by 3 inch tire with one of these compounds and about how long would it last?

E. B. PEPPER.

Paducah, Ky.

There are a number of such compounds on the automobile market and most of them are good. One is called "Newmastic," and is made by the Newmastic Co., 151 West Sixty-eighth street, New York City. The charge for filling would be in the neighborhood of $9. It will be necessary to send on the wheel and tire to have the filling inserted; you could not handle the operation satisfactorily at home. Communicate with the company for further information. The filling lasts nearly a year in hard use, as a general thing, but there are instances of much longer life even for heavy automobile tires.

SIDECAR RECORDS

EDITOR.—I have seen the various English sidecar records from time to time and would like to know how they attain the speed

(*Continued on page* 44.)

10 to 0 to date

How Many in 1914?

GLOVERSVILLE, N. Y., Jan. 17, 1914.
HARLEY-DAVIDSON MOTOR CO.,
Milwaukee, Wis.

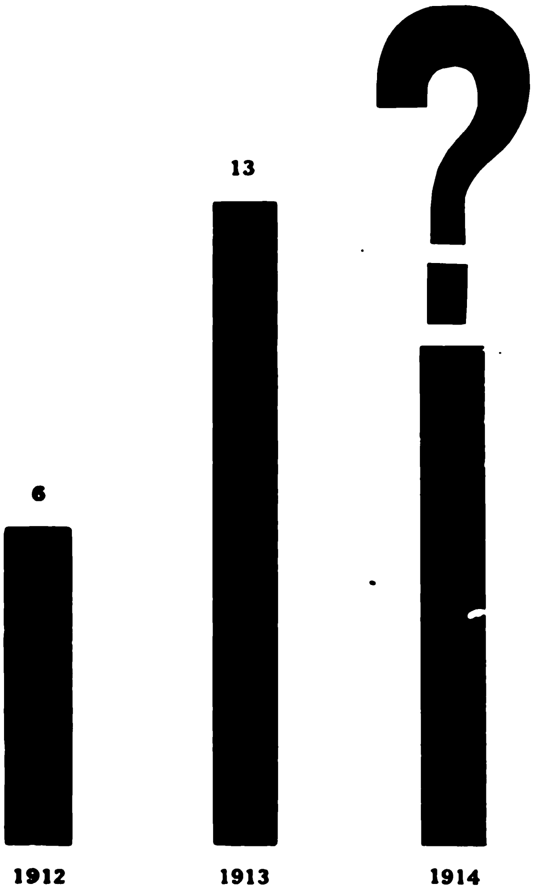
Gentlemen:—We are looking for a big business here.

Just to show you the difference between the 1913 and the 1914 business we will say that at this time last year we had no orders at all for Harley-Davidsons, but we have now already sent you nine orders and have more to send you shortly.

Yours very truly,
THRALL & DENCE.

THRALL & DENCE

Harley-Davidson Dealers



in Gloversville, N. Y., took on Harley-Davidson motorcycles in 1912, selling six machines that year. During the 1913 season they sold thirteen machines. Their 1914 contract calls for twenty-five. To date they have sold ten 1914 Harley-Davidsons (an additional order since their letter of Jan. 17th), whereas one year ago at this time they had not sold one 1913 model.

At this rate, it will be no surprise to us for Thrall & Dence to request an increase in their contract.

The experience of Thrall & Dence with the 1914 Harley-Davidsons is indicative of the reception the new models are receiving from all quarters.

We have taken on a number of dealers for 1914 who never previously sold Harley-Davidsons. Some of these dealers have already sold their entire original contract and have asked for new contracts covering additional machines.

Our factories are running 24 hours a day, and we can still take on more dealers. We are making immediate delivery on all models of Harley-Davidson motorcycles.

We suggest that any dealer interested in our line for 1914, get in touch with us at once.

Harley-Davidson Motor Co.

Producers of High Grade Motorcycles for More Than Twelve Years

646 C Street **Milwaukee, Wis.**

(*Continued from page 42.*)

that they do when their motors are only 3½ horsepower singles. Do they use regular sidecars or just skeletons with a pad for the rider.

Pottsville, Penna. Benjamin Williams.

The 3½ horsepower singles are constructed along the general lines of the makers' stock motors, but have lightened pistons, connecting rods, one or no piston rings, special carbureters (as regards the jet and mixing chamber), and rigid frames in some cases. The sidecars are of light tubing and the passenger is carried in a body of light metal sheet, usually lying down to reduce wind-resistance. The shape of the body is that of a cucumber or a sleeping-bag. The motors usually develop from 7 to 9 horsepower, hence the speeds obtained.

CLEANING A SIDECAR

EDITOR.—I have a sidecar with rattan body and it is looking slightly shabby after a season's use. The spaces between the canes are filled with mud. Will it hurt the canes if I wash them with water and soap, or is there some preparation on the market that will clean it?

"Cornellian."

Ithaca, N. Y.

Water will not hurt the rattan, provided it is wiped off thoroughly after washing. Use a hose, "thumbing" the end to spread the water, and wipe off with a soft brush. Follow this by drying the body with a clean rag, cotton by preference. Afterward, go over the canes with shellac. It is a good plan during the season to regularly wipe down the body with a soft brush, say every week end or oftener. It is understood that the upholstery should be removed before wetting the body.

OILING SPEEDOMETER SHAFT, ETC.

EDITOR.—1. Is it necessary to oil the drive-shaft of a speedometer occasionally? What lubricant is desirable?

2. What kind of oil should I use in my two-speed gear, which is of the countershaft, dog-clutch type?

3. On my two-speed gear, what is the low speed ratio when the high ratio is 3.47 to 1?

4. Will an extra air attachment effect a saving in gasoline and would you advise me to fit one to my motor?

R. M. Grimm.

Hayfield, Minn.

1. The driving shaft can have grease or non-fluid oil applied to it at regular intervals, and this lubricating of the shaft is a most excellent thing. Most driving shafts do not need lubricating very often; in fact, they will run nearly a season without more than a squirt of oil into the casing.

2. Use cylinder oil for the two-speed, according to the sayso of the makers. We find that a good non-fluid oil or transmission gear grease is the best for all kinds of two-speeds in which sliding gears or dog-clutches are used. These lubricants can be obtained from any automobile supply house or garage.

3. The low gear for a two-speed set whose high is 3.47:1 will be practically 6.8:1.

4. The attachments which give extra air will save gasoline in running over a given distance, especially if the roads are fairly level. On some motors they give practically no increase in fuel saving. On your machine we suggest that you do not fit one unless you find your fuel consumption too great.

TWO-SPEED GEARS

EDITOR.—1. Can you tell me where to get an N. S. U. two-speed gear to fit a Reading-Standard 6 h. twin machine. What would it cost here in this country, should I have to import one?

2. Is there any other two-speed gear on the market suitable for a V-belt machine? If so please give me the necessary details.

G. P. Brown.

Cleveland, Ohio.

1. The N. S. U. two-speed gear is no longer sold here, but there are a few still in existence. Write George P. Jenkins, 312 Amsterdam avenue, New York. He has one or two and each will cost about $35. They are bored for M. M. shafts but it will be an easy matter to have a shaft made up for your motor to adapt the gear. You may have to import from the N. S. U. Motor Co., Ltd., 186 Great Portland street, London, W., England, if Jenkins is all out of the gears, and the cost will be about $61.

2. There is a hub-type two-speed gear made by the Joerns-Thiem Two-Speed Co., St. Paul, Minn. The two speeds are operated by pedals from a foot-rest and the device includes a foot-brake, also.

SPOKE WITH DETACHABLE HEAD

EDITOR.—With my coaster-brake on the rear hub it is considerable of a nuisance to replace spokes on the left side owing to the presence of the brake drum. Can you tell me if there are any spokes made in which the head is separate from the spoke-body, but fitted to it like the nipple of the regular spoke.

E. Cockran.

New York, N. Y.

We do not know of any spokes so made and think that there would be but very little demand for them if they were brought on the market. We suggest that you fit stronger spokes on that side of the wheel in place of the present ones, and thus do away with the tearing-down necessary at present. A spoke with screw-head and nipple would have to have twice the care of the regular spoke as regards loosening and the cost would be considerably more, in addition.

A SPECIAL FRAME

EDITOR.—Can you tell me where I can get a special frame made up for a Curtiss twin motor?

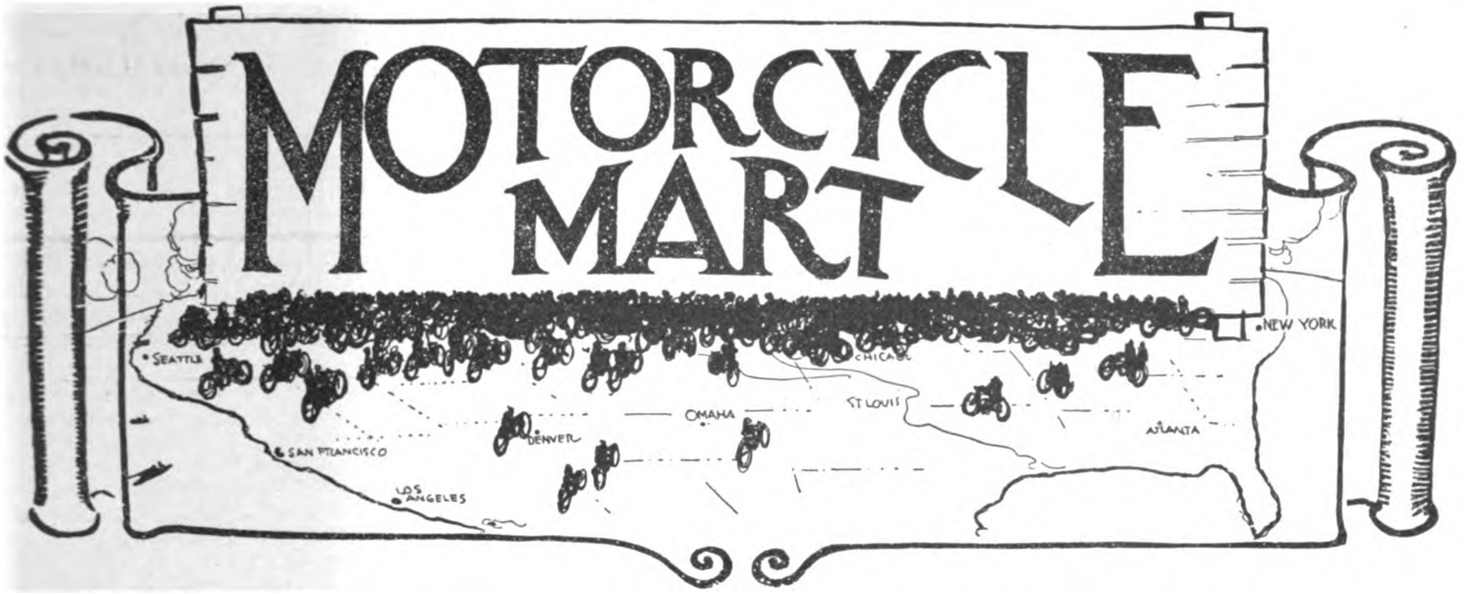
John W. Hartley.

Gilman, Ill.

Communicate with the Standard Welding Company, of Cleveland, Ohio. While this firm does not make up frames at retail they may have parts suitable for your special model. Write the Motorcycle Equipment Company. Hammondsport, N. Y., as they may have Curtiss frames or parts

The New Hampshire State F. A. M. Commissioner announces the appointment of J. E. Forest, 50 Granite street, Manchester, as local commissioner.

An English Army Motorcycle Corps Ready to Enter Upon a Recent Official Test.



One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

FOR SALE.—1913 twin, chain drive Excelsior, just overhauled; new clutch, presto tank and headlight; good tires; $165. Ship C. O. D. on receipt of $25. Harry C. Sundgard, Frankford, Pa.

FOR SALE.—1911 Indian 4 H. P. two-speed, foot clutch, footboards, Bosch magneto; just overhauled, $90. E. A. McLaughlin, Alpha, Ill.

ALUMINUM METAL BODY SIDE CAR, with fittings for any make motorcycle; cost $125. Bargain, $75. Ship on receipt of $10; balance C. O. D. B., Lock Box 958, Providence, R. I.

FOR SALE.—1913 Merkel twin 7, chain drive; run 1,000 miles. Just overhauled and fitted with latest valves, cams, etc. With new Presto tank, No. 8 Old Sol lamp, horn, etc., $210. Ten per cent. discount till March 1. New Compac tent, $7.50. T. W. Jett, Greenville, Ill.

"AK" SIMPLEX TANDEM for sale cheap, or will exchange for Presto outfit. Arthur Templin, Port Carbon, Pa.

BARGAINS IN USED MOTORCYCLES.—Send for list of second-hand and shop-worn motorcycles; prices from $40 to $200; 63 machines to choose from; all guaranteed. New England Motor & Supply Co., 24 Austin street, Worcester, Mass.

FOR SALE.—1913 7 h. p. Indian, regular model, equipped with Prest-O-Light tank, large Solar lamp, electric tail light, horn, spring cushion on carrier, extra inner tube, extra tool box, etc. Run about 1,000 miles and in good condition. Sell for $175. $25 down, balance C. O. D. W. H. Flanagan, 1731 Summit street, Columbus, O.

BARGAIN.—1913 Excelsior, 5 h. p., run less than 500 miles; complete with Prest-O-Tank lamp, carrier with air cushion; cost $225; must sell; first $125 takes it. Henry Verkles, Cissna Park, Ill.

FOR SALE.—Slightly used 1913 Harley Twin; excellent condition; lamp and tank; $200. 1913 De Luxe Nine Twin; used very little; fine condition; must sell; $175. 1912 Harley Magneto single; good condition; $125. Arthur J. Henderlong, Crown Point, Ind.

FOR SALE.—Henderson 4 cylinder motorcycle; like new; $160. G. Wills, Canal Dover, Ohio.

FOR SALE—Indian racing handle bars; one compensating sprocket complete; one 14-tooth engine sprocket; one 37-tooth rear wheel sprocket; all these parts new. A bargain at $13. All parts are for Indian machine. F. A. Eberhardt, 938 30th street, Milwaukee, Wis.

FOR SALE.—Harley-Davidson 1912, 8 h. p. twin cylinder; excellent condition; has electric horn and speedometer. Will take $135. John Nelson, 48 Morris street, Jersey City, N. J.

FOR SALE—1913 model Indian, Presto tank, light and horn. Has been used less than 200 miles; never been off paved streets; good as new; price, $175 F. O. B. Ashland, Ohio. Nelt Barr, Ashland, Ohio.

BARGAIN.—1911 Twin Thor; overhauled; new engine bearings, Bosch magneto; complete equipment; $70. H. Linn, Alpha, Ill.

MISCELLANEOUS

MOTORCYCLE SCHOOL.—Operating, riding and mechanical lessons. Learn to ride and repair your machine. Send for circulars or phone. Riverside Motorcycle Garage, 533 West 110th street, near Broadway, New York City, Phone, 5615 Morningside, G. E. Wood.

CEMENTLESS PATCH in one piece, 1⅞ wide, one foot long. Cut your own patch, large or small, to suit. Can mend tear in tube any length. Sample box mailed for 35 cents. Motorcycle Tire Jimmy Co., St. Marys, Ohio.

YOU CAN greatly increase your income by representing our line of lighting systems; our "MATCH LIGHTING LAMPS" sell like wild fire both in town and rural districts. No experience required, profits large, exclusive territory to right parties. Don't delay writing for FREE catalogue and full information. Doud Lighting Co., 175-G No. Sangamon, Chicago.

GUS ROTHOLZ, agent for Indian and Excelsior. 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2337.

WE'RE LOOKING FOR SOMEONE; perhaps you're the fellow we're looking for, the man who knows a good thing when he sees it. Here's the proposition: All punctures cured; no more flat tires; tire life lengthened 40 per cent.; not a filler—preserves rubber; treatment simple—inexpensive. Extra liberal commission to salesman. Puncture Cure Sales Co., 18 Bridge street, Newark, N. J.

FOR SALE.—Motorcycle and bicycle store, with shop. Good town and rich country. County rights on leading machine. Clean proposition for man with little capital. No junk. Address B44, care MOTORCYCLE ILLUSTRATED.

AGENTS WANTED for Brooklyn, Long Island and Staten Island for the Jefferson motorcycle, "the fastest machine on the road." Call or write for proposition. Gotham Sporting Goods Co., 57 Warren street, New York.

WANTED.—Salesmen to handle popular motorcycle accessory in West and Middle West. Address W., care MOTORCYCLE ILLUSTRATED.

WANTED.—Expert motorcycle repair man; steady work. Address Wm. G. Baker, 413 South Fifth street, Springfield, Ill.

GRAPHO CHAIN GREASE lengthens the life of your chains, and makes them run more quiet; 1-lb. brick, postpaid, 40 cents. B. F. Fields, Lawton, Okla.

WANTED.—Single cylinder motor; must be in good order and cheap. B. F. Fields, Lawton, Okla.

DEALER'S CARDS, Etc.

A MIDWINTER SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributers, 94 St. Nicholas avenue, New York. Special ! ! ! Luggage carriers to fit only 1913 and 1914 Yale motorcycles, $2.50 cash with order.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogues and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge), Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 208 W. 110th street, New York.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 312 Amsterdam avenue, New York City, Eastern distributer.

DURING the winter months I have special rates for overhauling motorcycles. Bring your machine in now. Ferdie Mercier, 704 Prospect place, Brooklyn.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO.—Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 60d street, near Broadway, New York City. Tel. 7903 Schuyler.

THE REFEREE'S RESPONSIBILITY AT A MEET

Value of an F. A. M. Sanction Depends Largely Upon His Interpretation of It

By John L. Donovan

Chairman of F. A. M. Competition Committee.

WHILE I find that most of the promoters and racers are desirous of meeting me halfway, there is no getting away from the fact that many of the boys are poorly posted as to what is expected of them. In more than one instance I have censured a rider for a breach of the rules, only to have him reply—apparently in the best of faith—that he did not know such a rule existed. It's hard to fine or suspend a rider for violating a regulation of which he had no knowledge, even though he should have made it his business to know all about the rules, and it is for this reason that I am writing the present series of articles explaining our competition system and pointing out the more important provisions as I go along. I want to educate the riders up to what is expected of them, and once they are fully informed I shall insist upon their fullest co-operation.

In a recent issue of MOTORCYCLE ILLUSTRATED appeared an article dealing with the first four sections of Article 2 of the Competition Rules, and the remainder of this article is treated below.

Prizes and Sanctions.

"The remainder of Article 2, of the Competition Rules, is very clear in its statements and needs but little explanation. It reads as follows:

Sec. 5. The referee, or other representative of the Competition Committee shall declare a meet off and prevent the competitors from riding if the sanction and prizes, order for the prizes, or their cash equivalent, are not actually in his hands at the time set for the opening of the meet, in which case the promoter must return all entry fees; also any admission fees collected from the public.

Sec. 6. At the request of any official of a meet, or any competitor, the promoter shall be obliged to exhibit either immediately before a meet, or at any later time, the official F. A. M. sanction. In order to facilitate this being done during a meet, the sanction must be in the hands and on the person of the referee of a meet at the time such meet is in progress.

Sec. 7. After a sanction has been issued no change in any of the details required to be set forth in the application shall he made, save by permission of a member of the Competition Committee or its official representative.

Sec. 8. Women may ride in a Reliability or Economy Run on open roads, but under no circumstances will a woman be permitted to appear on any race track in competition or exhibition.

Sec. 9. In any speed contest to be run on the road, the Chairman of the Competition Committee must require the evidence of the permission of the proper legal authorities before issuing the sanction.

Sec. 10. No betting shall be permitted at any contest or exhibition sanctioned by the F. A. M. It shall be the duty of the promoter and the referee to see that this rule is strictly enforced.

Sec. 11. Sanction may be refused, withdrawn or cancelled, and other punishment meted out to any promoter, track owner or lessee, who transgresses these competition rules, or who permits another to transgress them at a meet under his management, or on his property.

Sec. 12. The Chairman of the Competition Committee may refuse a sanction without assigning any reason for such refusal. (This is subject to appeal to the Board of Directors only.) Anv communication from the Chairman to the Directors concerning such refusal shall be regarded as confidential.

"Sections 5, 6 and 7 are clearly the most important ones in this part of article 2, and are closely related to each other. All three sections hinge on the principle that the Referee shall have full charge of the meet and shall see that all rules and regulations are rigidly enforced.

Referee Must Have the Prizes

"Section 5 was written expressly to overcome the complaint which is most often made about outlaw races; namely, that after the prizes are won they are not delivered to the proper parties. To avoid any possibility of such a condition of affairs the F. A. M. demands that all prizes be actually, not constructively, in the possession of the referee before the race is run and that at the conclusion of the race that the referee, personally, deliver such prizes to the parties winning them. This makes it absolutely certain that the prizes will not only reach the proper parties but will do so at the proper time, thus preventing a mass of unnecessary correspondence, and, in some cases, resort to drastic measures.

"Section 6 is primarily for the benefit of the riders. The fact that the referee, who is actually present, must have the sanction on his person permits any rider to demand the exhibition of the sanction before taking part in the race, thus preventing any promoter from falsely stating that a race is under F. A. M. sanction when it is not. I would strongly urge every rider to exercise this privilege and demand to see the sanction before riding in any race, thus using the ounce of prevention and making the pound of cure unnecessary.

Changing Machine Classes

"Section 7 was written to prevent any crookedness in races. Before a sanction is issued the application and entry blank must be in the hands of the chairman of the Competition Committee, so that he can tell exactly what sort of a race it is to be and just what class of machines are to participate. The sanction is then issued, based on such information, and in order that no promoter may change the class of machines, or any of the details set forth to be followed during the race, the Competition Committee has ruled that no change can be made except with the permission of the chairman.

"It was the intention of the F. A. M. to keep motorcycle racing among the clean sports, and knowing that such could only be accomplished by prohibiting wagering on the result of a race, the F. A. M. has drafted section 10.

"In order to insure the observance of these rules, the Competition Committee has given the chairman the power to refuse or cancell a sanction, or punish the promotor. Promoters realize that to secure the best riders they must secure a sanction from the F. A. M. and the only weapon the chairman has to enforce obedience is the permission given him regarding sanctions. When promoters know that if they disobey the rules once, that they will be unable to secure good riders or another sanction, they will be a little careful in their actions.

ANOTHER INDIAN GONE

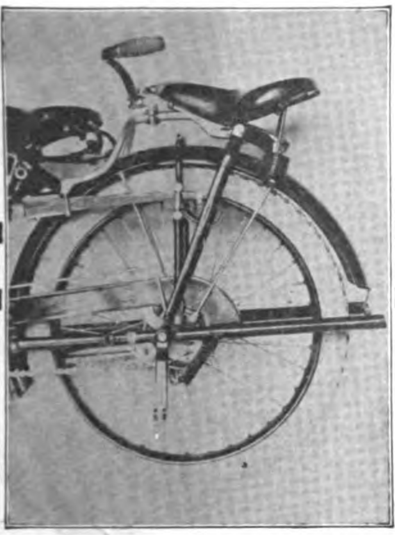
Information is desired concerning a 1913 Indian twin, number 78E476, which was stolen in Chicago. A reward of $25 will be paid for the return of the machine by the Edwards-Crist Manufacturing Company, 1350 Michigan avenue, Chicago.

FALL RIVER SIDECARISTS

The accompanying photograph was taken in front of the store of J. William Newton, Excelsior dealer in Fall River, Mass. Mrs. Newton and Miss Margaret Newton, aged four, appearing in the picture, are sidecar enthusiasts, having traveled three thousand miles during the past summer.

MOTOR CYCLES
SUPPLIES
W. NEWTON

Fall River (Mass.) Motorcyclists Lined Up in Front of the Excelsior Agency. See Item Above.



"Indian Comfort Plus"

Initiate "her" into the secrets of motorcycling's joys. Don't keep to yourself the delight of skimming along the road in smooth, vibrationless, silent comfort, comfort that only the wonderful leaf spring of the Indian can afford—the comfort which SHE can enjoy on the

Mueller Tandem Attachment

For 1914 Indians

With its substantial steel tubing construction, its adjustable folding foot-rests, its Kelley Adjustable Handlebars, its Persons or Troxel Saddle, the Mueller Tandem Attachment affords all the comfort, class and substantiality of the Indian itself.

Write for further details and our dealers' proposition.

L. J. MUELLER
6307 Woodland Avenue
CLEVELAND, O.

$10.
First cost the only cost.

A Warning Signal that Can Not Fail

ROADS turn and cross, and who can tell what waits behind the next corner? You can't stop suddenly without dismounting. You must send your warning far ahead. Your personal safety depends on the reliability of your signal.

The bulb horn is quite inadequate and no electrically driven signal can ever give you the absolute reliability of the direct-hand-operated

LONG
INVENTED BY G. F. LONG
HORN

"Leaves nothing to chance"

Positive gear-driven mechanism, directly under your control. Unfailing response, short or sustained. Volume of sound governed by pressure applied. All parts self-contained. No batteries to "give out." No unreliable connections. Always certain response the instant you press the knob.

Built from selected materials. Hardened machine-cut gearing. Ball-bearing Vibrator. Wear-resisting rollers actuating diaphragm. Light, strong, easily attached to any machine. Requires no attention, save occasional oiling. Motorcycle Model—price, $10. First cost the only cost. Made in Black Enamel, Black Enamel and Nickel, and Nickel. Write nearest Branch for Booklet.

H. W. JOHNS-MANVILLE CO.

Manufacturers of Brake Lining; Spark Plugs; Electric Lamps; Speedometers; Auto Locks; Vaporizers; Carburetors; Horns; Fire Extinguishers; Dry Batteries; Fuses, Tapes; Packings; Etc.

Akron
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Atlanta
Baltimore
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COVERS THE CONTINENT

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Rochester
St. Louis
St. Paul
Salt Lake City
San Francisco
Seattle
Syracuse
Toledo
Washington
Wilkesbarre
Youngstown

2204

THE IDEAL
Lighting Equipment

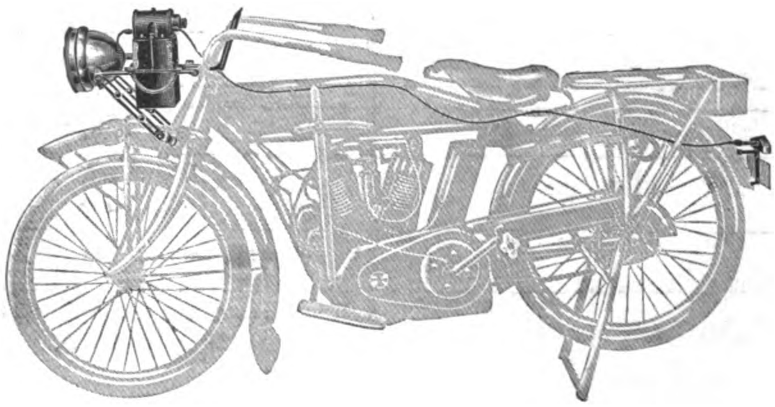
WITH THE
OLD SOL
MOTORCYCLE LAMPS
OVERSIZE LENS

For the 1914
Rider

The "Old Sol" Electric Lighting Outfit has kept pace with the rapid advancement in motorcycle construction. It is essentially 1914 equipment. The powerful, two-bulb electric headlight, the sturdy, trouble-proof, non-short-circuiting 40 ampere hour battery and the one-piece tail light, all controlled by a four-way switch within easy reach of the rider's hand—these features complete the handsomest, the "classiest," the most efficient and withal, the most economical up-to-date lighting equipment ever devised for a motorcyclist's use.

The rider who has a pride in his motorcycle's appearance as well as the natural caution that demands a safe light for night road work will find in the "Old Sol" Electric Lighting Outfit an answer to his every requirement. Write for our catalogue AT ONCE.

HAWTHORNE MFG. CO., INC.



Mr. Dealer, you will admit that there is a strong and insistent demand for an effective electric lighting outfit. Will you be one of the few to ignore this demand and thus lose to yourself much worth-while business? We hope not.

38 Spruce St.
Bridgeport
Conn.

The Master Maker of Chains Has Achieved His Masterpiece In the 1914 Renold Chain

Since the introduction of the chain transmission for use on cycles by Hans Renold, thirty-three years ago, every inch of the Thirty Million feet of chain produced by the Renold Plants since that time has been constructed with one definite aim in view—to keep abreast of the evolution of the motorcycle. Hence, the

RENOLD CHAINS

"The Chains of *Proven* Reliability"

of today are as truly 1914 in their construction as are the motorcycles themselves. Adequately powerful to transmit the tremendous impulses of the modern big twins, Renold Chains show in action why 90% of the English motorcycles are equipped with Renold—why, three times in succession, the Tourist Trophy Race, the motorcycle classic of the world, was won with Renold Chains, and why, slowly but none the less certainly, Renold Chains are being increasingly specified by the American rider.

Free
Chain Book

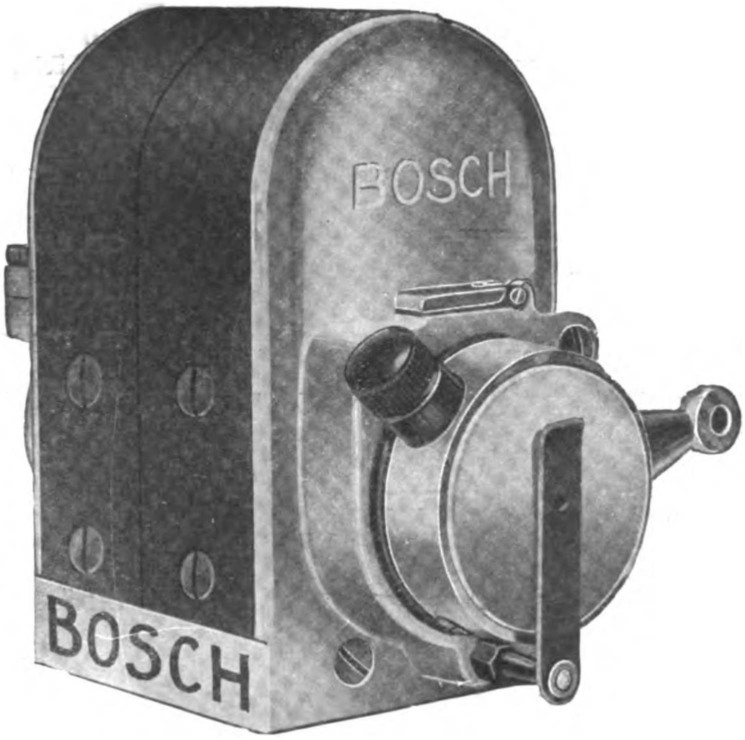
"Hints on Chain Drives for Motorcyclists" is a handy little reference book on the care and repair of chains. It is in no sense a catalogue or advertisement. It has been compiled to help the rider. Get your copy today.

Peter A. Frasse & Co., INC., 419 Canal St., N. Y.

PETER A. FRASSE & CO.,
419 Canal St., N. Y.
Name ....
Address ....

On the Way to Two Million

THE demand for Bosch Magnetos is such that within a remarkably few years it has been necessary to greatly increase manufacturing schedules. The Bosch factories are well on the way to supplying the two millionth magneto.



The Bosch Magneto

remains the one perfectly reliable ignition source and as such it is universally recognized. .

It is so well made, so carefully designed, that its regularity can be depended upon under all conditions. You always will have confidence when your motorcycle is Bosch-Equipt.

Specify Bosch - - - - And Be Satisfied

Correspondence Invited

Bosch Magneto Company
206 W. 46th Street New York

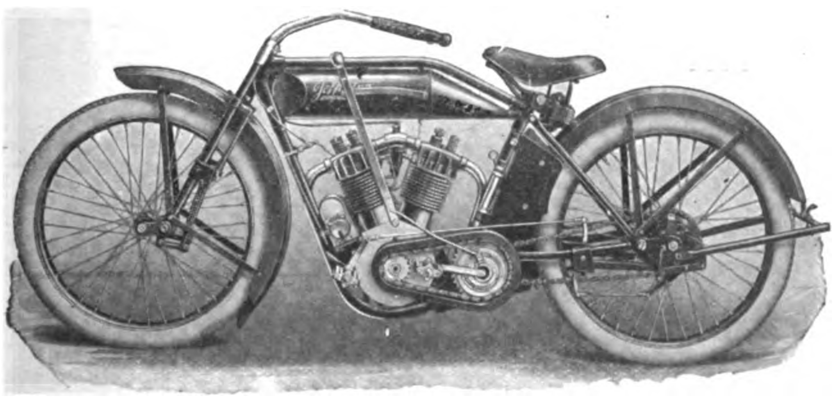
For Live Dealers Only

This advertisement is for the live, alert, clear-thinking dealer ONLY. We don't want to have anything to do with the man whose lines of thought are so narrow that he cannot exercise a little forethought in the selection of a motorcycle. To the thoughtful, far-sighted dealer, whose fingers are on the pulse of the motorcycle market, we offer the

JEFFERSON

Such a dealer will instantly see that the Jefferson meets EVERY demand of the present-day rider. He notes its beauty, its lightness, its low riding position, its simplicity, its silence, its wonderful leaf-spring comfort and says "Here's the machine I can PUSH."

If you qualify, write for further particulars and learn some "reasons why."

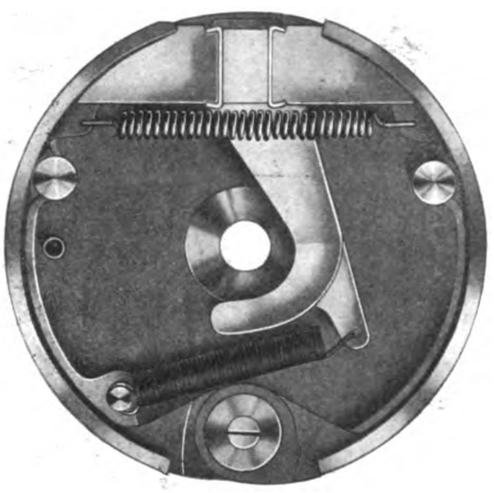


Waverley Mfg. Co.

Jefferson Wis.

New Departure—

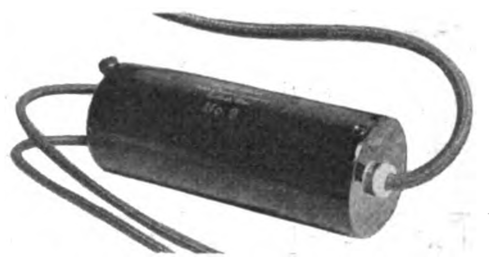
The Gentle Giant



gives you more positive and powerful control of your motorcycle than does any similar device on any other motor driven vehicle. In working through dense traffic, in riding precipitous hills, in making instant stops to avoid collisions, it cannot and will not fail.

Made for chain and belt drive machines and can be supplied with attachment for operating from the footboard if desired. Write for special literature.

THE NEW DEPARTURE MFG. CO. - Bristol, Conn.



The Coil That Is Popularising Battery Ignition Motorcycles.

100% Efficiency for the Battery Model

Inject the serum of new life into your battery model—equip with ACKLEY SPECIAL Motorcycle Coils. They raise the efficiency of your batteries to the highest firing point. They throw a vicious, crackling live spark into your motor, that ignites every last atom of fuel in the cylinders.

They put an end to the inequality between battery and magneto models. They again make the battery model motorcycle a factor to be reckoned with in race meets and endurance trials. The fact that the largest motorcycle manufacturer in the country has added a battery model to his line shows that batteries are again coming into their own.

Ackley Special Motorcycle Coils

add to the salability of a second-hand motorcycle. Do not overlook this most important point, Mr. Dealer, for it concerns you vitally. A demonstration of a battery model equipped with ACKLEY coils is sure to mean a sale, for its efficiency is increased a hundredfold.

Dealers should write at once for our interesting proposition.

Ackley Electric Co.
Cortland, Ohio

Riders, go to your dealer and ask for ACKLEY Coils. If he does not yet carry them, write us direct for prices specifying the number of batteries on your machine.

M TRADE MARK

"Life Insurance" for the Motorcycle

The constant vibration of the motorcycle tends to loosen the most perfectly adjusted nuts after a certain length of time. Guard your safety and prolong the life of your machine by regularly inspecting and tightening adjustments with the

Mossberg Socket Wrench Set

With the five pressed steel Mossberg Sockets of various sizes and a number 320 handle, the most inaccessible places on the motorcycle are instantly and easily reached, and perfect adjustment made.
Each set in enameled canvas case. Price $1.20.
At your dealer's or sent direct upon receipt of price.

Send for Catalog 166

FRANK MOSSBERG CO. ATTLEBORO, MASS.

IGNITION and SPARK PLUG TALK
JEFFERY-DEWITT CO DETROIT MICH.

Let us send you a free booklet that answers every question about ignition systems and spark plugs. It tells, simply, how magnetos operate; how to time the spark; charge storage batteries; adjust vibrators; and choose spark plugs so as to get every bit of power out of your motor; and it costs you nothing except a post card requesting it. Shall we send a copy by return mail?

SPARK PLUGS

JEFFERY-DEWITT CO.
55 Butler Ave., Detroit, Mich.

Power!

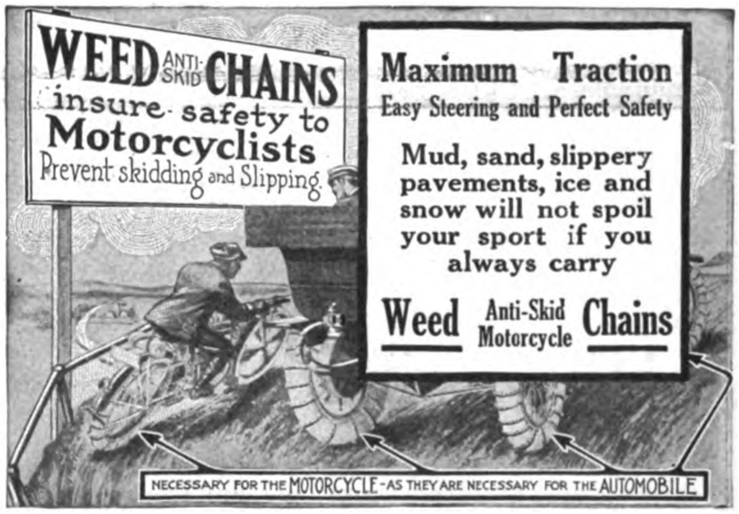
MACK
"THE MIGHTY MOTOR"

Buy our motor and you will get Power, flexible, silent and cool; this is secured by overhead valves, annular ball bearings, special alloy steel parts and mechanical oil pump. Another feature very prominent on our motors is the omission of numerous small parts. This gives you simplicity, which is demanded on motors for use on motorcycles and cyclecars.

SINGLES—4 and 5 Horse Power
TWINS—7 and 9 Horse Power

We furnish this motor in either nickel finish or plain. Write for circular.

UNIVERSAL MACHINERY COMPANY
1913 St. Paul Ave. Milwaukee, Wisconsin


WEED ANTI-SKID CHAINS insure safety to Motorcyclists
Prevent skidding and Slipping
NECESSARY FOR THE MOTORCYCLE—AS THEY ARE NECESSARY FOR THE AUTOMOBILE

Maximum Traction
Easy Steering and Perfect Safety

Mud, sand, slippery pavements, ice and snow will not spoil your sport if you always carry

Weed Anti-Skid Motorcycle Chains

Weed Anti-Skid Motor Cycle Chains

Just as perfect in principle, construction and workmanship as WEED CHAINS for automobiles. Make motorcycling absolutely safe—sixty miles an hour with perfect safety.

The continuous "creeping" prevents injury to the tires and keeps them clean, thus minimizing the chances of punctures. Extreme lasting qualities.

Easily carried as the small bundles they make in their canvas bags take so little room that they could be carried in your pocket, when not in use, without inconvenience.

Order them from your dealer or write for particulars.

WEED CHAIN TIRE GRIP COMPANY
28 Moore Street New York

It's The Hills That Test Transmission

It is on these stiff up grades that the excessive strains on transmission occur—and it's on just such tests as in hill climbing that

SPARTAN BELTS

show the goods that are in them.

They are put through a special stretching process at the factory that makes them practically stretchless, impervious to all weather conditions, heat and oil. Spartans perform just as well on hills as on the levels.

Users say they are

Economical—Efficient—Durable—Comfortable

Our new Belting Manual is just off the press. It is the most complete and authoritative analysis of the belt transmission question ever written. FREE to anyone sending his name and address.

Graton & Knight Mfg. Co., Worcester, Mass.

MOTT RIMS

MOTT RIMS are made in a plant devoted exclusively to the manufacture of steel rims—and NOTHING ELSE. The degree of attention paid to smallest details, the remarkable efficiency of its mechanics, the high quality of raw materials employed—these are the things that tend to make MOTT RIMS what they are—powerful, durable, elastic and light.

It is a significant fact that while the number of breakages to various other parts of motorcycle construction in endurance runs and reliability tests is legion, breakage of rims is almost unheard of—because the majority of motorcycle manufacturers wisely equip with

Mott Steel Rims

The Clincher Automobile Tire Manufacturers' Association, comprising all the reputable tire manufacturers in the United States, demand that all rims on which their tires are guaranteed must bear the stamp of the association. Every MOTT RIM bears this stamp on the seat of rim. Look for it. REG. U.S. PAT. OFF.

WE are prepared to figure on 1914 requirements NOW.

Mott Wheel Works, Utica, N. Y.

"MORE COMFORTABLE than an AUTOMOBILE"

"DON'T FORGET THE GIRL"

SIX OTHER MODELS

DONT FORGET THE GIRL
MAJESTIC SIDE CARS
MAJESTIC MFG. CO.
WORCESTER, MASS.
DE LUXE-CANOE FRONT

"MAJESTIC" PRICE, $60.00 SATISFACTION

Pittsburgh, Pa.

Majestic Mfg. Co., Worcester, Mass.
Gentlemen:—

Last May I purchased one of your De Luxe Side Cars. We are much pleased with the service we got from the Side Car last year. Mrs. Fuller says, it is more comfortable than an Automobile.

This is a hilly country, but even with a single speed machine we have had very little trouble and with the new two speed we expect to make the steepest hills.

Very truly yours,
A. M. FULLER,
209 E. Robinson St., Pittsburgh, Pa.

There's a Reason. ASK US

MAJESTIC MFG. CO., Worcester, Mass.

Did It Ever Strike You

what a practically unlimited field there is in this country for a practical, efficient and well-constructed sidecar, not only from a pleasure standpoint, but also for business purposes? The economy of the motorcycle, its reliability, coupled with a sturdy, scientifically made side-car—isn't that an ideal combination?

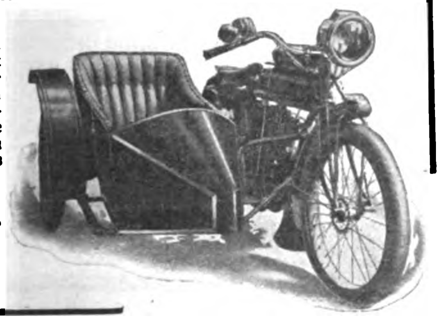
BAXTER SIDECAR

"The Quality Car"

With its sheet-steel body, of the true streamline shape, its automobile upholstery, its large, roomy, comfortable interior, its chassis of heavy gauge seamless tubing, with patented quick detachable fittings, underslung chassis, 9" road clearance, Solid Bessemer Steel Hubs, the Baxter stands today as the leading sidecar of both continents.

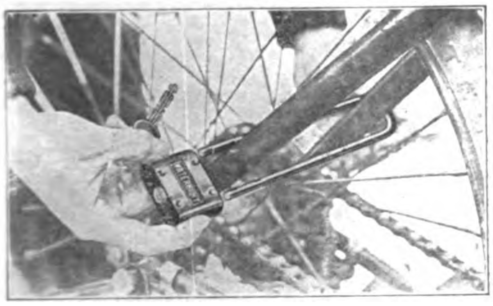
WRITE FOR OUR SERVICE PROPOSITION.

We have recently organized a sidecar service department for dealers. This department is to help the dealer solve the sidecar and delivery van problems that rise to confront him every day in the week. We want to give you scientific advice. Write us today.



Baxter Sidecar Co.
119 Broadway
Cambridge, Mass.

WATERBURY Motorcycle Lock



Waterbury Hardware Co.

414 Broadway N. Y.

Powerful, indestructible, cannot be picked or broken, made of solid brass and steel. Removable steel shackle. An effective preventative of theft or unauthorized use. At your dealer's or sent direct, prepaid, for 75c.

An Efficient Touring Guide

More than three hundred and fifty motorcycle tours, covering every tourable state in the Union, are illustrated by clear, readable maps and described with striking illustrations in

Motorcycle Tours in the U. S.

Points of interest are mentioned and the best available roads are indicated.

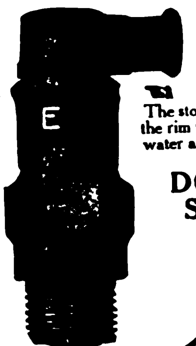
PRICE, 15c. POSTPAID.

MOTORCYCLE ILLUSTRATED, 51 Chambers St., N.Y.

The Spark Plug for You is the

WEATHER-PROOF HERZ PLUG

"Bougie Mercedes"



Protected terminal

Swivel joint

The stone with the rim that sheds water and slush

BLUE ENAMEL

DOUBLE STONE

Never needs to be taken out

Never needs to be adjusted

Never needs to be cleaned

Never carbonizes or "Soots up"

A Wonderful Creation of Stone and Steel

Packed in a neat metal box—very handy for small parts

Guaranteed a Year

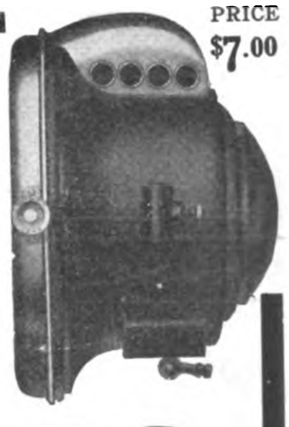
Insist upon HERZ PLUG on your motorcycle

Ask your dealer

HERZ & CO., New York

Makers of HERZ MAGNETO

The Two "Extremes" of the Solar Line



PRICE $7.00

Here we show GRANDAD, the strongest and most powerful lamp of the SOLAR line and easily the most powerful motorcycle headlight ever made, and our Generator Headlight, which while it has the lowest light throwing capacity of any SOLAR headlight, still is much more powerful than lamps costing considerably more, of another make.

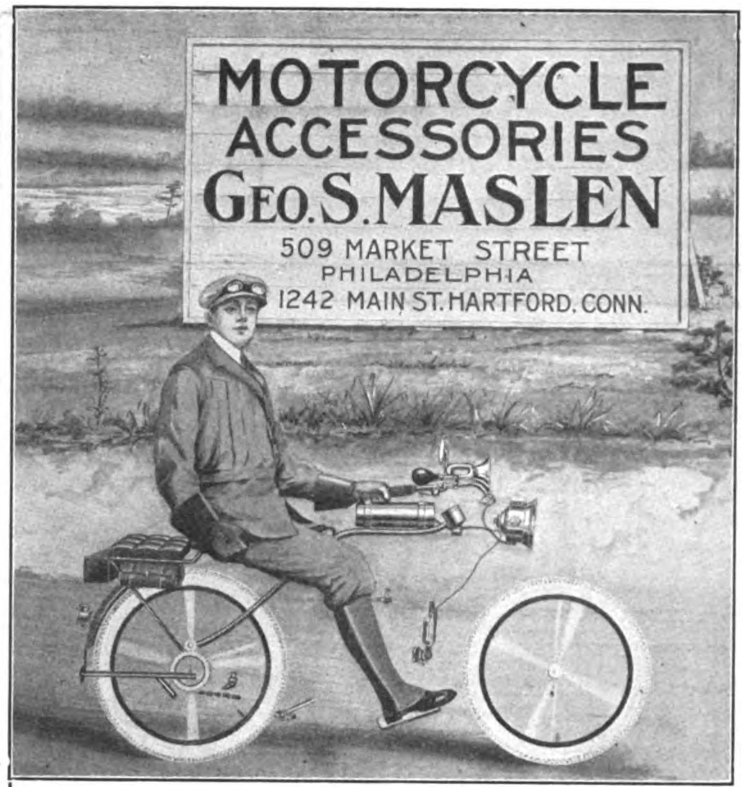
SOLARS

"The Lamp with a Pedigree"

PRICE $6.00

This gives you an idea of the remarkable scope of the SOLAR line. The rider is sure to find the lamp he wants, in so far as price and quality are concerned, in SOLARS. For the conservative rider, we recommend either our generator headlight or "Sonny." For the rider who wants a slightly stronger and larger lamp, we point to our Dad headlight. And for the man who is looking for the last word in light-throwing power, we have GRANDAD. There are other lamps in our line, which is completely covered by our catalog, which we would be glad to send upon request. Write today without fail.

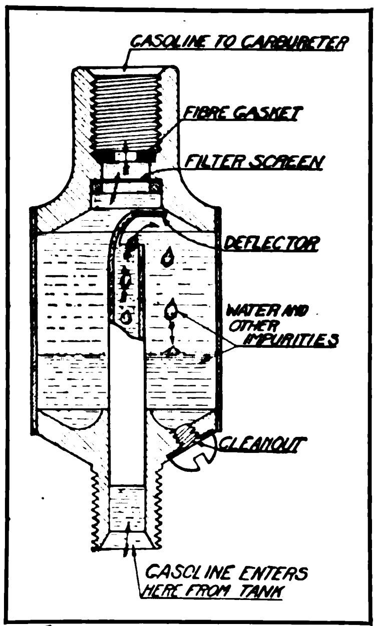
BADGER BRASS MFG. CO.
Kenosha, Wis. or N. Y. City


MOTORCYCLE
ACCESSORIES
GEO. S. MASLEN
509 MARKET STREET
PHILADELPHIA
1242 MAIN ST. HARTFORD, CONN.

Everything for the Motorcycle and Rider

1914 Catalogue Sent on Request

Try Our FREE DELIVERY Proposition


GASOLINE TO CARBURETER
FIBRE GASKET
FILTER SCREEN
DEFLECTOR
WATER AND OTHER IMPURITIES
CLEANOUT
GASOLINE ENTERS HERE FROM TANK

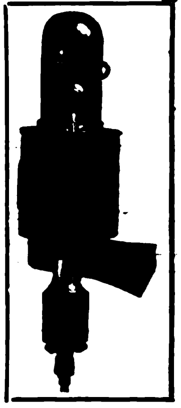
Standard Separator

automatically drains all impurities from gasoline and prevents clogging of spray nozzle with consequent stoppage of motor.

Price, $1.00

By Mail Prepaid

THERE is water and dirt in most commercial gasoline. Water, however, is the principal cause of carburetor trouble. When a drop of water reaches the tiny spray nozzle of the carbureter, it partly and sometimes wholly closes it. This prevents or partially prevents the gasoline from passing to the engine in uniform quantity, and causes the engine to miss explosions, have a surging action, or stop entirely. The Standard Separator is designed to eliminate this troublesome factor effectually and positively. Write for booklet.



Standard Thermometer Co.

65 Shirley St. Boston, Mass.

The Sign of Individuality

YELLOW JACKET

The World's Best Motorcycle.

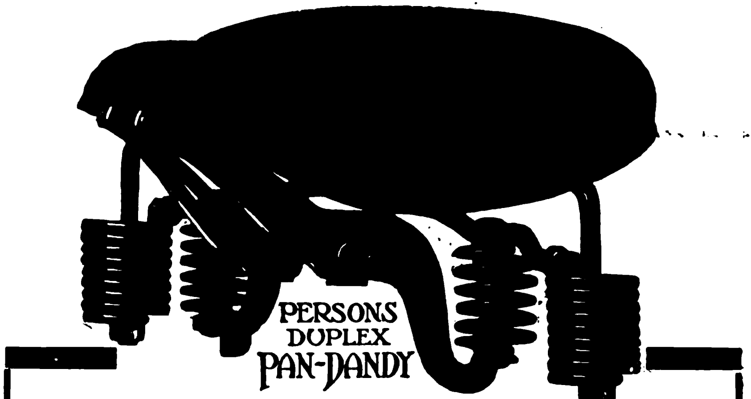
THE FLYING MERKEL
THE ONLY SELF-STARTING MOTORCYCLE

can always be distinguished by this sign. In addition to the famous Self-Starting Yellow Jacket Model there are four other designs. The 4 h. p. Single at $210.00 and the 7 h. p. Regular Twin at $225.00 in both chain and belt drive.

We have Room for a Few More Dealers.

The Miami Cycle & Manufacturing Co.

1300 Hanover Street Middletown, Ohio


PERSONS
DUPLEX
PAN-DANDY

IT

Puts A Crimp In All Saddle Soreness

Sit on it once and convince yourself. Then examine the big, soft seating surface and the splendid springing system, and you will know why it's so comfortable.
It's a rapid-fire seller for dealers, as repeat orders prove.

Write for catalog.

THE PERSONS MANUFACTURING CO.

Worcester, Mass.

Walter Treloar

9000 MILES

‘‘Chicago, Ill., Dec. 3, 1913.

‘‘Empire Rubber & Tire Co.,
‘‘1627 Michigan Avenue,
‘‘Chicago, Ill.
‘‘Gentlemen:-

‘‘Replying to your recent inquiry regarding tires, I have been riding an Indian machine equipped with Empire Tires, for several seasons. Last year I rode a set of your tires over nine thousands (9,000) miles.

‘‘When I bought my new Thor this fall, I specified Empire Tires because I want the best.

‘‘I have ridden in nearly every endurance and numerous speed contests in and around Chicago for the last two (2) years, always using Empires. I believe they are the best tires made and do not hesitate to go on record as saying so.

‘‘Trusting this will do you a lot of good, I am,

‘‘Yours very truly,
‘‘WALTER TRELOAR.’’

EMPIRE RUBBER & TIRE CO. **Factories: Trenton, New Jersey**

FOR DEPENDABLE SERVICE

See that your motorcycle is equipped with a chain that will stand the pull of your engine and the drag of heavy roads.

Diamond No. 150 Chains

were designed especially for motorcycle service and represent many years of experience in the manufacture of dependable chains.

For sale everywhere

TRADE ◇ MARK.

Diamond Chain & Mfg. Company
Indianapolis, Indiana
Capacity 8,000,000 feet per year

Modern Electrics & Mechanics

"The Magazine That Is Different"

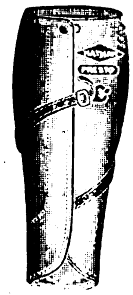
You should take at least one non-technical magazine and keep up-to-date on the new wonders and advances in electricity and mechanics.

Modern Electrics & Mechanics illustrates and describes these subjects in a style that you will easily understand and enjoy. It contains from 128 to 160 pages monthly and is full of instructive and valuable articles on how to make things at home and answers your questions free. 15 cents per copy on newsstands, $1.50 per year by subscription.

To acquaint new readers with this distinctive magazine we will send a 3 months' trial subscription for 25 cents, stamps or coin.

Can you think of a better investment for a quarter? Better send today.

Modern Electrics & Mechanics
281 Fulton St. **New York**



Pat. Applied For

Quick As A Wink

That describes the time taken to put on and take off our newest legging.

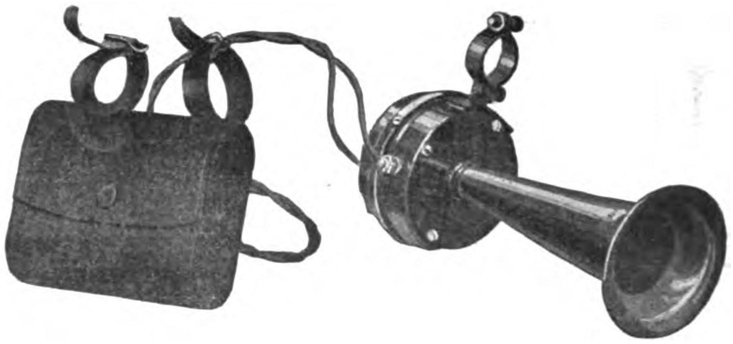
NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

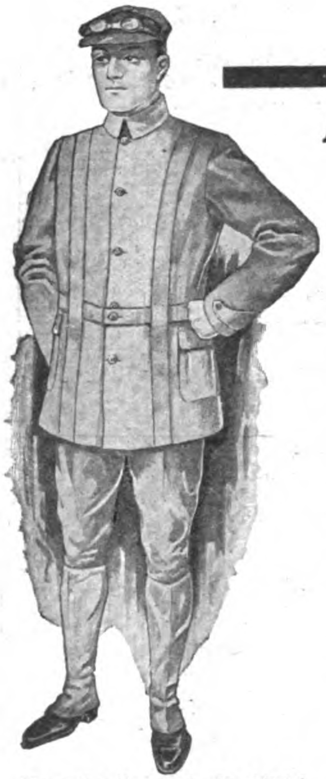
Just out—selling fast already.

NATHAN NOVELTY MFG. CO.
88A Reade St., N. Y.



Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.



We make the F. A. M. Official Uniform.

A Suitable Question

If a manufacturer's goods were not excellent in value and he was losing trade thereby would he go to the expense of putting up an addition to his factory, install new machinery and hire extra help? No—of course not.

Because of the largely increased demand for the popular

LOEWENBERG LINE of MOTORCYCLE CLOTHING

we have made extensive arrangements for increasing our manufacturing facilities. Prompt deliveries are assured. The Loewenberg Line of Women's and Men's Motorcycle Clothing of EVRDRI, Government Khaki, Fustian, Corduroy, Moleskin and Priestley Rosebery, fashioned in Norfolk, Double Breasted and F. A. M. styles is most complete—They're the suits that suit.

WRITE FOR CATALOG.

THE LOEWENBERG COMPANY
58 COLDEN ST., NEWARK, N. J.

Motorcycle Tours in the United States

Accurate maps of over three hundred and fifty tours through every state in the Union. Tours from 50 to 500 miles in length. Concise descriptions of road conditions, striking illustrations of scenic splendors in every part of America.

A truly practical and reliable volume in every respect.

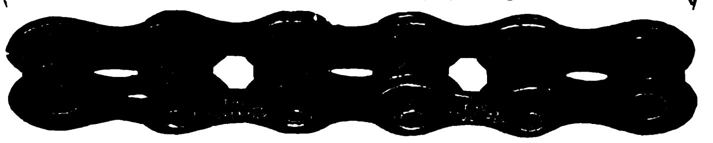
15c a Copy

Motorcycle Illustrated
51 Chambers St., N. Y.

WHAT! YOU HAVEN'T A COPY OF OUR BOOK?

Then sit right down now and write for the booklet that tells all about "the Chain with the Nose"—the Motor's True Mate. Learn how a truly efficient and popular motorcycle chain is made. Don't fail to write for your copy today.

Herbert F. L. Funke Co., Inc.
112 Broad St., New York, N. Y.
Southern Distributors—Johnson & Meyer, Memphis, Tenn.



DO YOU REALIZE

that your chain bears more strains than any other part of the motorcycle and for that reason should have constant care?
Neglect to lubricate causes the rollers to stick and sprockets to wear.

ELLIS CHAIN DRESSING

Overcomes All Chain Troubles Except Breakage

One application produces absolute quiet and smoothness of transmission. Does not collect dust. Applications needed only once every 700 or 800 miles.

Lengthens Chain Life 40%

Half pound @ 30c. retail enough for 15 or 20 applications. For a short time only will send ½ lb. to any address on receipt of price.
Dealers, ask your jobber; if he can't supply you, write us.
Jobbers, if you want to sell a live article, we have it.

Ellis Chain Dressing Co.
123 N. Lawrence St. Wichita, Kans.

This Attractive Poster In Eight Colors

with an inflation table, showing the air pressure recommended by fifty-two tire manufacturers, will be

Sent Free

to all jobbers, dealers and garages making formal request for same before February 15th.

SCHRADER UNIVERSAL
TIRE PRESSURE GAUGE
"Keep the pressure right."
PRICE ONE DOLLAR.

Address, stating the number desired, to Dept. F.

A. Schrader's Son, Inc.

789 Atlantic Avenue Brooklyn, N. Y.

Insist Upon Genuine

Mosler Motorcycle Plugs

Made especially to meet the requirements of all Air Cooled Engines.

Made to stand profuse oil and vibration.

Made to fit any engine; any thread.

Made good enough for aeroplanes.

It is worth a trial.

Used by the leading manufacturers.
For sale by all jobbers and dealers.

A. R. MOSLER & CO.

P. O. Box "M" Mt. Vernon, N. Y.

Frame Parts
Rims
Pulley Rims
Mud Guards

As pioneers in the production of these articles we have acquired a reputation for high quality that becomes an asset to all who use our products.

Our frame parts are made from individual blue prints only and we use in their construction only the finest quality of

"Standard Steel Tubing"

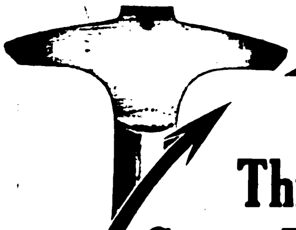
THE LIGHTEST, STRONGEST, SMOOTHEST STEEL TUBING MADE

THE STANDARD WELDING COMPANY

CLEVELAND, O.

OFFICES IN

New York Chicago Detroit



This Valve Gives Extra Service

At the point where most motorcycle valves give trouble this one is protected by

The Cast Iron Seat

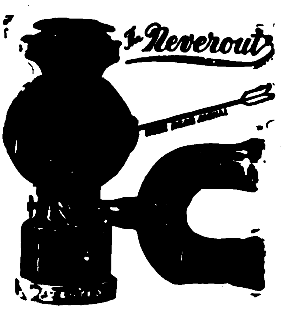
The rim of cast iron welded to the nickel steel head forms an alloy which minimizes pitting and burning. Selection and heat treatment of the steels in the head and stem prevent warping and breakage.

This is why leading motorcycle makers use this valve where others fail to give satisfaction.

The Electric Welding Products Co.
CLEVELAND
OHIO

Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.



The Neverout
TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made Only by **ROSE MANUFACTURING COMPANY**
933 ARCH STREET, PHILADELPHIA, U. S. A.

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

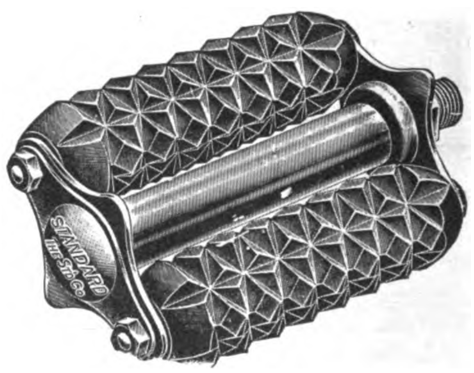
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



NO. 3 MOTOR CYCLE PEDAL

The Standard Co.
Torrington, Conn.

"We Hope to Use it Exclusively"

Berling Magneto

THE PIERCE CYCLE CO.,
BUFFALO, N. Y.
writes as follows:

"Our experience with the BERLING magneto has been so satisfactory that we hope to use it exclusively in the future."

Ericsson Mfg., Co.
Buffalo, New York

The F-N Back Rest

gives you comfort and pleasure. Looks swell; just completes your motorcycle. Our catalog will give you full information.

IT'S FREE!

Luxury at Small Cost

Fentress-
Newton Mfg. Co.
253-255
Lafayette Blvd.
DETROIT, MICH.

F. N. Back Rest

$2.50

"Duckworth"

Stands for Service and Quality

Insist on Duckworth Chains

DUCKWORTH CHAIN & MFG. COMPANY
SPRINGFIELD, MASS.

VISCO MOTORCYCLE **OILS**

Solve the Lubrication Problem

Nothing is more worthy of the rider's careful thought and investigation than the selection of the proper oil for his motor.

The wrong grade of oil sounds the death knell of a motor's efficiency.

Visco Oils are RIGHT for your motor. They remove every last trace of "grind" and "sweeten" its action until it runs like a sewing machine. If your motor is noisy and sluggish, give it a dose of Visco and watch the result.

Write us for authentic oil data. It means dollars and cents to you.

The Visco Motor Oil Co., Cleveland, Ohio

The Warning that Wins Respect

You don't want a horn that swears at the pedestrian. He has as much right on the street as you. If you were to translate the sound of the AERMORE into English, it would say, "**Please step aside.**" The AERMORE exhaust horn has four perfectly blended tones that give a singing call, resonant, clear and musical, that warn without startling.

The AERMORE Exhaust Horn

SIMPLE—TROUBLE-PROOF

The AERMORE is made of four solid brass tubes, nickel-plated. It is operated by a three-way valve that cannot clog, as it automatically blows out all dirt, dust and oil. It is practically indestructible, handsome in appearance and can be attached in a very short time.

No. 8
(Motorcycle)

The Retail Price is **$5.50**

Dealers should write us for special quantity prices. Address Dept. A.

THE FULTON COMPANY, 726 National Ave. MILWAUKEE, WIS.

THE GEORGE GOGGLE
NO EQUAL AT ANY PRICE

The George Goggle is the Sensible Eye-Shield

It is the lightest goggle in the world. You can hardly feel it on your face.

It affords an unobstructed view in every direction, as with the naked eye—not like "horse-blinders."

The George Goggle is made of flexible material. It cannot break, and injure eyes with glass particles, as with glass goggles.

There is no light refraction to blind you. In noon-day glare there are no reflected rays.

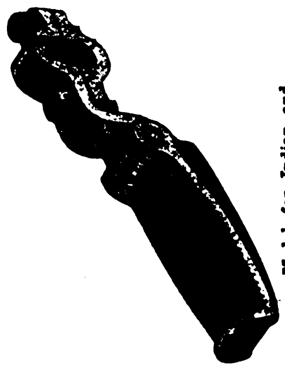
The George Goggle fits any face, automatically adjusting itself to its contour, excluding all dust, wind and flying particles.

There is no germ-breeding felt to touch the face. The George Goggle is the only sanitary eye-shield made. On sale at all dealers.

25c

If your dealer does not yet stock the George Goggle, send 25c. to

HUGH E. KING SALES CO.
(Not Incorporated)
511 HEYWORTH BLDG.
CHICAGO ILLINOIS



Model for Indian and Pope.

"E & C"
FOLDING FOOT-RESTS

A Luxurious Necessity

Eliminate Cramped Leg Position **A Boon for Distance Riders**

They are made of semi-steel, highly nickeled. The rests are hinged to prevent breaking in case of fall—and are deeply grooved on surface to keep feet from slipping.

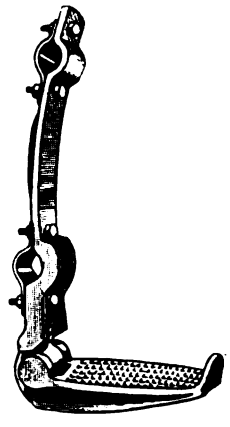
HANDSOME STRONG COMFORTABLE
VERY INEXPENSIVE EASILY ATTACHED

When in position they hold very securely.

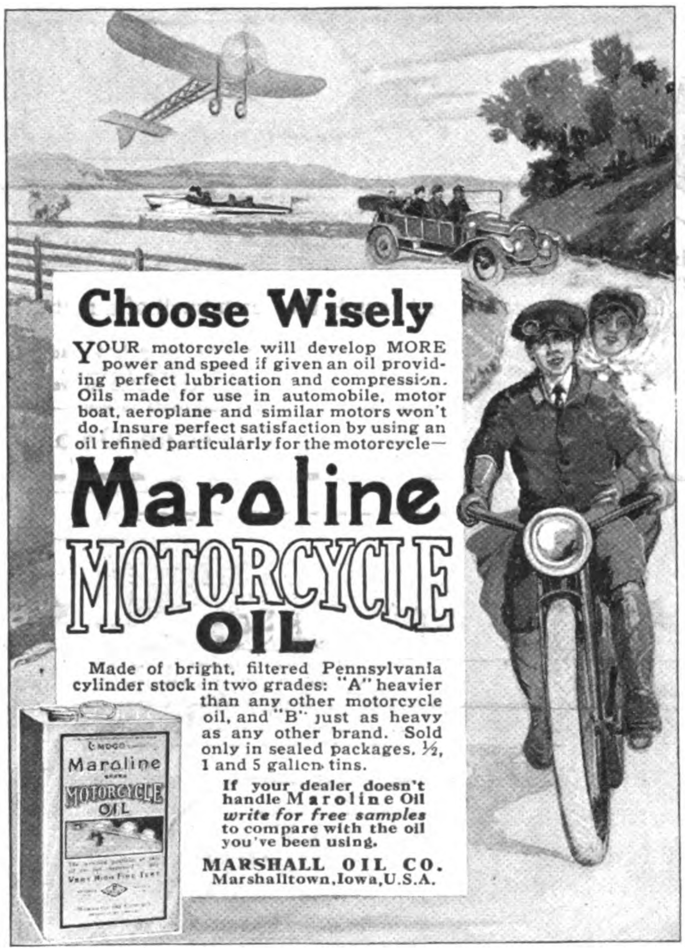
$1.60 PER PAIR

We also make the famous **E & C Spring Tandem Attachment**

THE E & C MFG. CO., 1716 Ludlow Street, **PHILA., PA.**



Model for Harley-Davidson and Excelsior.



Choose Wisely

YOUR motorcycle will develop MORE power and speed if given an oil providing perfect lubrication and compression. Oils made for use in automobile, motor boat, aeroplane and similar motors won't do. Insure perfect satisfaction by using an oil refined particularly for the motorcycle—

Maroline MOTORCYCLE OIL

Made of bright, filtered Pennsylvania cylinder stock in two grades: "A" heavier than any other motorcycle oil, and "B" just as heavy as any other brand. Sold only in sealed packages, ½, 1 and 5 gallon tins.

If your dealer doesn't handle Maroline Oil *write for free samples* to compare with the oil you've been using.

MARSHALL OIL CO.
Marshalltown, Iowa, U.S.A.

Billings & Spencer

Almost half a century's experience in the drop-forging field qualifies the makers of B trademarked products to furnish manufacturers with stock and special forgings of standard quality. Blue prints receive immediate attention.

The popularity of B trademarked automobile and motorcycle tools is attested by the millions now in use.

Write for Catalog

The Billings & Spencer Co.
HARTFORD, CONN.

"Shocks and Bumps Don't Bother Me"

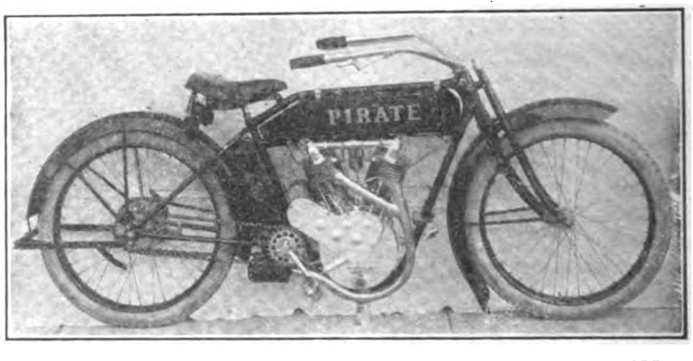
"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

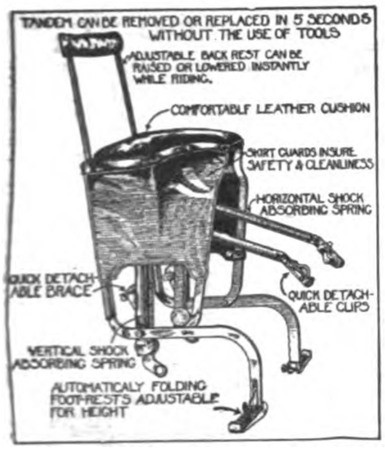
"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave. Toledo, O.

THE PIRATE



Milwaukee Motorcycle Company, Milwaukee, Wis.


TANDEM CAN BE REMOVED OR REPLACED IN 5 SECONDS WITHOUT THE USE OF TOOLS
ADJUSTABLE BACK REST CAN BE RAISED OR LOWERED INSTANTLY WHILE RIDING.
COMFORTABLE LEATHER CUSHION
SKIRT GUARDS INSURE SAFETY & CLEANLINESS
HORIZONTAL SHOCK ABSORBING SPRING
QUICK DETACHABLE BRACE
QUICK DETACHABLE CLIPS
VERTICAL SHOCK ABSORBING SPRING
AUTOMATICALY FOLDING FOOT-RESTS ADJUSTABLE FOR HEIGHT

New Stoll Dream Tandem No. 1

Patented

COMFORT SPECIALISTS STOLL FOR MOTORCYCLES

ARE YOU PROTECTED

by your dealer when you buy a tandem? Perhaps you are, in a way, but can you use it TEN DAYS with the option of RETURNING it and having your MONEY REFUNDED if it is not

THE EASIEST RIDING TANDEM YOU EVER RODE?

That is the kind of a guarantee the Stoll dealer gives you when you buy

A 1914 STOLL DREAM TANDEM.

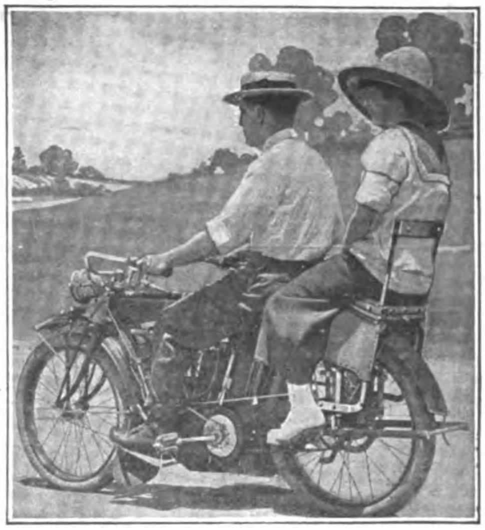
And the Stoll dealer gives you this guarantee because he is backed by the factory.

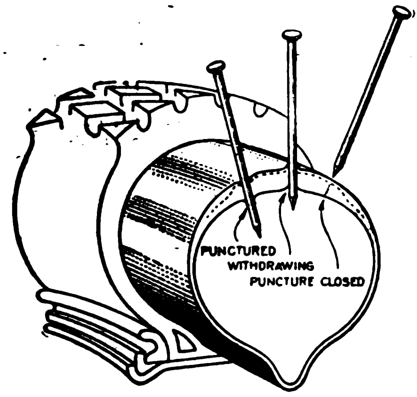
This guarantee would be impossible were it not for the PATENTED system of shock-absorbing springs which absorb all up and down shocks and the forward and backward jerks.

And the "Dream" tandem is the ONLY one with such an efficient road-shock absorber. It's patented—that's why.

But, Mr. Rider—if your dealer does not as yet sell Stoll tandems, give us an opportunity to fully outline the Stoll guarantee both to you and to him by mentioning his name when you write for the Stoll letter and 1914 illustrated booklet B.

THE STOLL MANUFACTURING CO,
33rd and Walnut Sts. Denver, Colo.





Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by reason of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

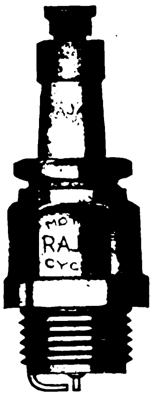
Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

VOORHEES RUBBER MFG. CO.
Sole Manufacturers
Main Office and Works: 18 to 46 Bostwick Ave.
JERSEY CITY, N. J., U. S. A.

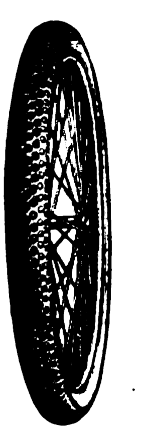
NEW YORK STORE BOSTON STORE
38 Vesey Street 280 Columbus Ave.



RAJAH MOTORCYCLE PLUG

Made with a short porcelain, to withstand the extra strains of motorcycle use. The firing point is the right length for the best results in present motorcycle construction. Three models—metric, ½-inch and ⅞ x 18. The metric has a special cap to take the Indian connection. A thumb-nut terminal also is furnished with each plug for convenient attachment to machines which have not the Rajah or Indian connection on the spark plug wires. Price, $1.25 Postpaid.

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.



We Ship On Approval And Allow TEN DAYS' FREE TRIAL

The best "Nonskid", puncture-proof device for automobiles, commercial cars and motorcycles

Try Them At Our Expense
Be your own judge—don't take anyone's word for it.
"The proof of the pudding is in the eating."

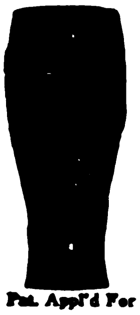
Perfect Score in 4 Glidden Tours
Twin Cities to Fargo, N. D., 1909.
Twin Cities to Helena, Mont., 1911.
New York City to Jacksonville, Fla., 1911.
Twin Cities to Winnipeg, 1912.

It only costs one cent to learn our prices and guarantee on "Brictson" Detachable Treads.

Write Today for Full Particulars.

THE BRICTSON MFG. CO.
2524 Main Street Brookings, S. D.

HALCO "Q D"



Pat. App'd For

No bothersome buckles and straps on the

Halco "Q D" Putties

You can put them on and off in the dark, in a jiffy—and yet the "Q D" fastener holds securely.

The two sizes. Medium and Large, can be adjusted to fit any leg.

In Addition

to the beneficial convenience of the "Quick Detachable" feature in HALCO "Q D" PUTTIES, you get the finest selected leather, thus assuring of long wearing quality.

Write on your letterhead for catalog P. D. Q., and mention your dealer's name.

The Quickest Seller Ever Sold

Everybody's Buying Them

THE HAGERSTOWN LEGGING CO., Hagerstown, Md.

The Lamp that Make Daylight Last Longer

B & L Motorcycle Lamps are constructed on a wonderful principle, a principle that assures better lighting service to every B & L equipped rider. The double diffusion and concentration principle assures a double flow of light, one direct and the other diffused.

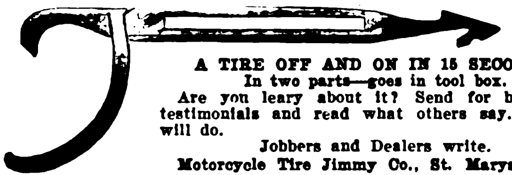
B & L LAMPS

Their sturdy, compact, enduring construction has long made B & L Automobile Lamps the prime favorite among motor car owners. This success will undoubtedly be repeated in the motorcycle field.

JOBBERS SHOULD WRITE FOR PARTICULARS AND CUTS

B & L AUTO LAMP CO., 507-509 W. 35th St., New York

THE MOTORCYCLE TIRE JIMMY



Price
$1.00
Sent
Postpaid

A TIRE OFF AND ON IN 15 SECONDS.
In two parts—goes in tool box.

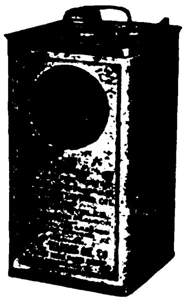
Are you leary about it? Send for booklet of testimonials and read what others say. A card will do.

Jobbers and Dealers write.
Motorcycle Tire Jimmy Co., St. Marys, Ohio.

A TEN DOLLAR DEPOSIT

will bring to your address any of these: EXCELSIOR—twin, 1911, magneto, free engine, $185. THOR—twin, 7 h.p. magneto, free engine, 2-speed, $168. THOR—single, 5 h.p. magneto, free engine, '12 model, $125. INDIAN—twin, magneto, free engine, 7 h.p., $185. HARLEY-DAVIDSON—Battery, 4 h.p., '10 model, excellent, $60.

WHIPPLE, The Motorcycle Man
Whipple Motorcycle Bldg. 1227 W. Jackson Blvd.



1 gal. can 80c.

HARRIS
TRADE MARK REG. U.S. PAT. OFF.
OILS
AND
GREASES

A special oil for a special purpose. Try HARRIS MOTORCYCLE OIL. See why it just fills the bill. No soot deposits, no waste.

"A Little Goes a Long Way and Every Drop Counts"

A. W. HARRIS OIL CO.
326 S. Water St., Providence, R. I. 143 No. Wabash Ave., Chicago, Ill.

J-M (Mezger) SOOT-PROOF SPARK PLUG

GENUINE
J-M
(MEZGER)
SOOT-PROOF
PATENTED

No soot—so will not short-circuit. Porcelain insulation becomes so hot at tip end when plug sparks that soot is burned up instantly.

Porcelain withstands rapidly changing temperatures. Never cracks or breaks. Millions in use.

Guarantee: If any plug does not give satisfactory service, we will supply a new one or refund purchase price.

Price $1.00. Sold by most dealers or shipped direct from our nearest Branch.

Write for Interesting Booklet.

H. W. JOHNS-MANVILLE CO.

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Syracuse 2228

GET READY FOR THE RIDING SEASON

Equip your old motorcycle with high-grade "second" tires. They are "second" in name only and cost ⅓ less than new tires.

28 x 3; 29 x 2¾ Studded U. S. Seconds, shoes—1913	$6.00
28 x 2¾; 28 x 2½ Studded U. S. Seconds, shoes—1913	5.50
28 x 2¼; 26 x 2½ Goodrich Moulded seconds, shoes—S. C.	3.50
28 x 2¼; 26 x 2¼ G. & J. Flat seconds, shoes—D. C.	3.00
26 x 2¼ Goodrich Moulded seconds, shoes—S. C.	3.00
Goodyear 28 x 3—2¾—2½ Tubes	1.50
U. S. Tubes, all sizes	1.50

BUY A NEW MACHINE

Pierce—5 H. P.—36 cu. in.—belt	$150.00
Indian—4 H. P.—free engine—belt	150.00
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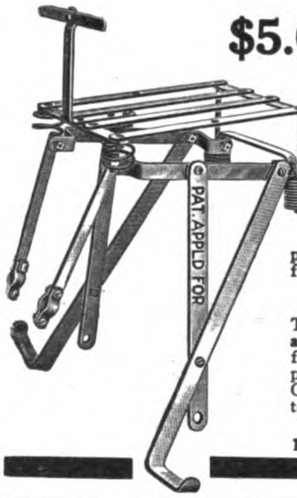
Send for Our New Catalog---Now Ready

Motorcycle Manual free with
all orders amounting to $5.00.

F. A. BAKER & CO. 10 Warren St., New York City



$5.00 For This Carrier and Seat Complete

Most jobbers and dealers are prepared to furnish Wald Rigid and Spring Carriers. We illustrate our carrier and seat No. 175. This is one of the most popular carriers on the market. Write today for full descriptions of

Wald Carriers

They are made of the finest materials. Jobbers and dealers not yet supplied should write today for our new 1913 proposition. We make a complete line of Combination Carriers and Seats, Cushions, Extension Nuts, etc. Riders, write us today.

WALD MANUFACTURING CO.
18th and Martin Ave. Sheboygan, Wis.

CASH

For your motorcycle, or we will take it in trade on one of our new 1914 PEERLESS TWINS, 10 h. p., allowing you liberally for yours. Write

PEERLESS MOTORCYCLE CO. Box Grove Hall Boston, Mass.

SAMSON
LOUD—STRONG—SIMPLE
MOTORCYCLE ELECTRIC HORN
FIRST MADE—STILL BEST

Our No. 22 Samson Horn has solved the problem—thousands are in use and they have proven uniformly satisfactory.

Our No. 30 Case and Special No. 3 long-lived battery recommended.

Two or three dry cells furnish enough current.

(This horn cannot be run off of magneto.)

Liberal Discounts to Dealers.

AMERICAN ELECTRIC CO.
Makers
State and 64th Sts., CHICAGO, ILL.

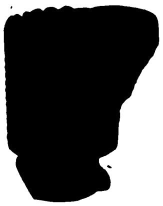
$5.00 Horn
Push and Cord, No. 30 Battery and Carrying Case $1.50 extra.

ADVERTISE YOUR WANTS IN
THE MART
THREE CENTS A WORD 20,000 READERS

FEDERAL MOTORCYCLE TIRES
"EXTRA SERVICE"
Federal Rubber Manufacturing Co. - Milwaukee

NEW CATALOG 300 PAGES Ready Now
WHOLESALE ONLY Dealers Get Your Name In
MOTOR CAR
MOTOR CYCLE
MACHINISTS
BICYCLE
SUPPLIES and BICYCLES
MOTOR CAR SUPPLY CO., 1451-1453-1555 Michigan Ave., Chicago

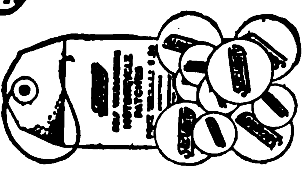
WE GIVE
Better service on Parts than most manufacturers—to satisfy yourself—TRY US. We carry in stock for: Thor, Indian, F-N, M-M, Royal-Pioneer, Curtiss, Marvel, also for all models Eclipse Clutches and Coaster Brakes, as well as Thor, Corbin and New Departure Brakes. We repair broken Crank Cases, Cylinders and other Castings by the Oxy-Acetylene Welding Process.
THE NEW YORK MOTORCYCLE CO., Inc.
Thor Distributors 782—8th Avenue, New York



CYLINDERS
Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO., Racine, WIS.

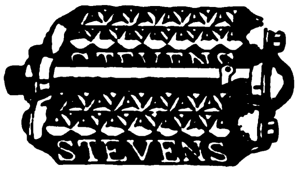
CASH
for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 13, Station G.
New York City

SECURITY
Self - Vulcanizing Patches
Satisfy every user by making permanent repairs, same as if made with a steam vulcanizer by an expert repairman. Applied in one minute's time with the use of gasoline. ANY ONE CAN USE THEM.
MOTORCYCLE KIT 50c—12 Patches Complete
Satisfaction Guaranteed
The Security Co., 16 Shingiss St., Pittsburgh, Pa



IT PAYS to handle Up-to-date Motorcycle Fabric and Metal
SPECIALTIES
Write today for our 1914 Catalog which is being compiled now.
ATLAS SPECIALTY MANUFACTURING COMPANY
219-221 North Michigan Avenue CHICAGO, ILL.

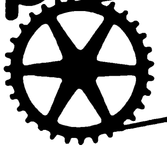
PATENTS!
WHY NOT PATENT THAT INVENTION?
IT MAY MAKE YOUR FORTUNE.
My expert, confidential and personal service insures protection.
Booklet and advice Free. Terms reasonable. Write me before you apply for a patent.
LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W., Washington, D. C.



STEVENS'
Celebrated Motorcycle Pedals
AND
BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World
STEVENS & CO., 375 BROADWAY New York

Are You Alive
To an opportunity of saving time and money in buying motorcycle or bicycle accessories? IF YOU ARE order from the "live-wire-house." Send for Monthly Bargain List.
The Haverford Cycle Co., 827 Arch St., Philadelphia, Pa.

TEMPTING MOTORCYCLE BARGAINS
You will find in our large, high grade assortment of slightly used motorcycles, probably just the Motorcycle you want at just the price you want to pay.
Send us a postal for Complete Bargain List and Prices.
GREEN'S PURCHASING AGENCY
Dept. M. I., 62nd St. and Central Park West New York City



SPROCKETS
HYDRAULIC
HYDRAULIC PRESSED STEEL CO. CLEVELAND OHIO.

YOUR H. P. INCREASED
by regrinding your cylinder and fitting new piston and ground rings, which is our specialty. Our regular $15 guaranteed job, only $10.50 for the next 30 days. Send your cylinder NOW.
PEERLESS MOTORCYCLE CO. 32 Bradloo St. Dorchestor, Mass.

THE NEW "N. A." BREEZE
Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market.
Works Perfectly When Throttled Down to 230 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
All air ports have been enlarged.
A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.
Send for free catalog. Our Engine Trouble Text Book, 54 pages, will be mailed for 10 cents.
BREEZE CARBURETER CO. NEWARK, N. J.

Red Head
TRADE MARK
SPARK PLUG

All Sizes and Styles $1
Emil Grossman Mfg. Co., Inc.
Bush Terminal, Building 20, Brooklyn (N. Y. City), U. S. A. 844 Woodward Ave., Detroit, Mich.

Jericho Motorcycle Horn
Price complete, $4.50
Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or
THE RANDALL FAICHNEY CO., Mfgrs. - - Boston, Mass.

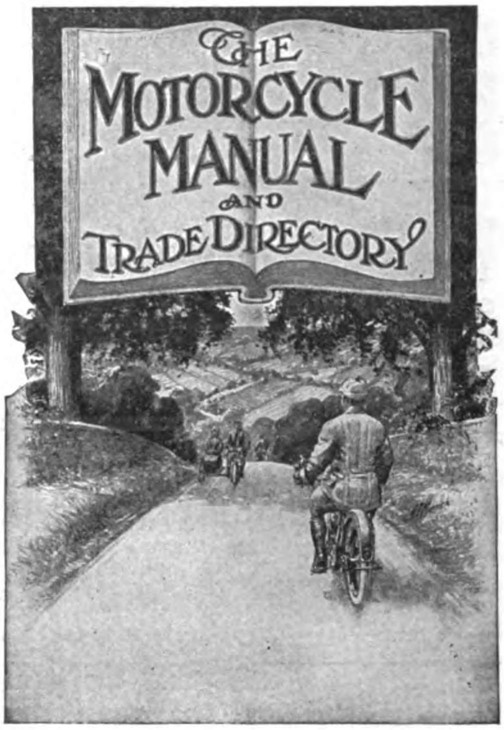
JUST OFF THE PRESS!

New and Entirely Revised Edition of the

Motorcycle Manual and Trade Directory

An invaluable hand-book of Motorcycle information for the rider, dealer, jobber and manufacturer. Complete, accurate, authoritative and up-to-date. The Manual contains:

1. A complete encyclopaedia of motorcycle terms, fully illustrated, the first motorcycle encyclopaedia ever published in any language.
2. For the beginner — Construction and operation of a motorcycle interestingly described and illustrated.
3. For all riders — The simplest and yet the most wonderful trouble chart ever printed, so indexed that in each case the remedy is easily found. Even experienced repair men will find the Manual Trouble Chart invaluable.
4. For manufacturers, jobbers and dealers—An up-to-the-minute Trade Directory, with the motorcycle parts and accessories of more than 500 manufacturers listed under 130 different classifications. Entirely complete and absolutely accurate.
5. Touring information for everybody—The latest license and other regulations of every State in the Union.
6. Official list of speed records and other notable performances.
7. Horsepower and other mechanical formulae.
8. The F. A. M. and foreign Motorcycle Associations.
9. In sum and substance, the new edition of the Manual is as complete and as thorough as an encyclopaedia, and yet as interesting as a popular novel.
10. The Manual cover design, one-fifth of actual size, is shown on this page. The Manual is regular magazine size, 132 pages, finely printed and most carefully edited. And


The Motorcycle Manual and Trade Directory

Manual Cover—One-fifth of actual size

THE PRICE IS 25 CENTS

A Dollar's Worth for a Quarter

Special prices to jobbers and dealers when ordered in lots of ten or more copies. There isn't a dealer in the country who cannot sell at least ten Manuals every month. As a matter of fact, it isn't necessary to sell the Manual; it sells itself. Show a copy to anyone interested in the motorcycle, and the sale is made.

Address all communications and make all remittances to

THE MOTORCYCLE MANUAL 51 Chambers Street
New York City

SPEAKING ABOUT SADDLE EVOLUTION!

We made pretty good motorcycle saddles more than ten years ago. Even then, they were the very best on the market, and we have held the motorcycle saddle leadership of the world ever since.

We are quite proud of the motorcycle saddles we made in 1903 and 1906, illustrated to the right. Everything about a motorcycle was then smaller, lighter and less powerful, and the Mesingers of those days were deservedly popular.

But Compare

the leading saddles of 1903 and 1906 with the leading saddles of 1914.

We leave it to you to decide whether Mesinger Saddles haven't kept pace with motorcycle progress in this country. Examine carefully the construction of Auto Cushion No. 2 and Cushion Suspension No. 2. Note these desirable qualities of

Mesinger Superba Motorcycle Saddles

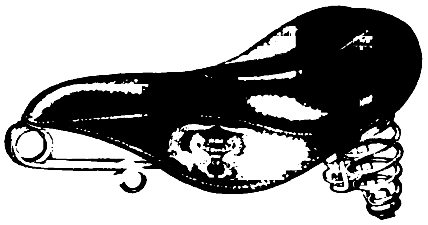
They afford the lowest saddle position; are absolutely free from bottoming; are extra large in size, insuring ample seating room, and are the most elegant in appearance.

The leaf springs, which are on all 1914 Mesingers, take up every road shock and, contrary to coil springs, which rebound, the leaf springs absorb the shock by the "give" of each leaf sliding upon the other, exactly the same principle as employed in the springing of all automobiles. Add to this wonderful spring system saddles that *never* lose their shape, *never* stretch, and you have the two leading reasons for Mesinger saddle satisfaction.

"ASK THE RIDER AND WATCH HIM RIDING"

Compare These Two Saddles

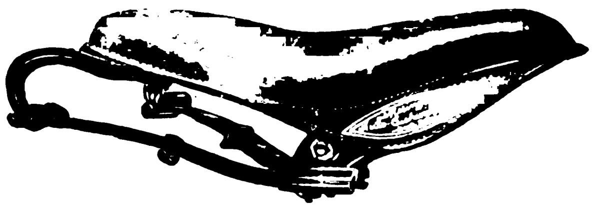
In 1903



In 1906

With These Two 1914 Models

AUTO CUSHION NO. 2
With anatomical Steel Base and heavy padding



Extra large size
14½" x 12¾" wide

CUSHION SUSPENSION NO. 2
The only suspension cushion top made with heavy padding

Extra large size
14" x 13" wide
Used as exclusive equipment on 1914 Indians

H. & F. Mesinger Mfg. Co.

Austin Place and 144th Street, NEW YORK

The Tendency of The Times

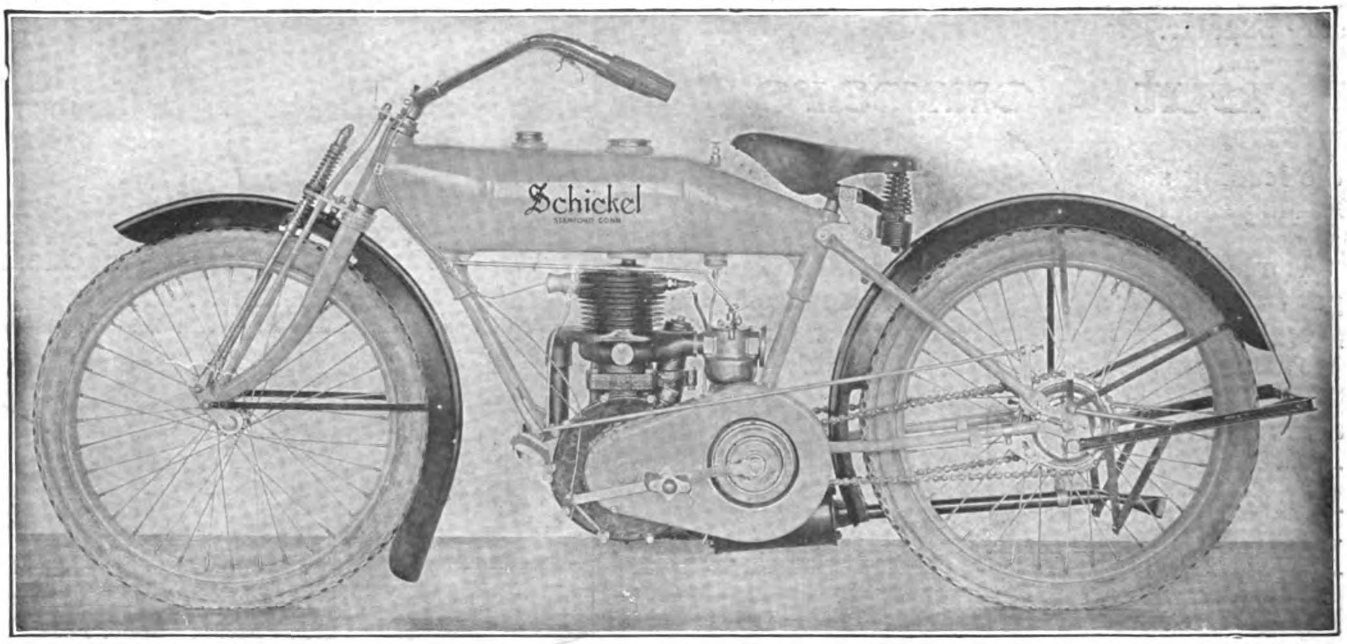
is toward greatest simplicity of mechanical construction — without loss of power.

The English manufacturers have been quick to recognize the harmonious combination of power and simplicity afforded by the two-stroke motor, and their sound judgment has been more than proven. Two years in succession the Tourist Trophy Race, that great International Classic, has been won by a two-stroke motor—and every year sees a larger number of two-stroke motorcycles on the foreign market. The leading motorcycle manufacturer of England, who heretofore built only four-cycle types, has this year brought out a two-stroke model.

VALVELESS THE 1914 SCHICKEL TWO-STROKE

Embodies in the Highest Degree

POWER -:- PLUS -:- SIMPLICITY



Read Frank B. Widmayer's Statement—This Veteran New York Dealer Says:

"After looking around at the New York Show at all the models displayed, I was impressed with the Schickel motorcycle and determined to obtain the agency if possible. I am well satisfied that I represent the Schickel, for I think it is the coming machine in America. The performances of the two-stroke motorcycle in England and its ever-growing popularity is an indication of its true value. Furthermore, the Power, Simplicity and Fool-proofness of the Schickel should appeal to all."

Schickel Specifications

MOTOR—Schickel Valveless Two Stroke. No gears or cams. "BIG SIX"—Bore 4 inches, Stroke 3⅝ inches. 5 H. P.—Bore 3⅝ inches, Stroke 3⅜ inches.

CYLINDER—Cylinder and head with gas passages an integral casting. Finest quality gray iron. Accurately bored and ground.

COOLING—Large thin flanges on cylinder and provision for cooling piston.

FLY-WHEEL—One piece drop forged steel fly-wheel crank pin and crank shaft.

BEARINGS—Three very large imported annular ball bearings.

LUBRICATION—No mechanism. Oil mixed with gasoline.

CONNECTING ROD—Light "I" Beam section from drop forged steel with double heat treatment.

CRANK CASE—One piece aluminum alloy.

IGNITION—Special Berling Magneto enclosed in oil, water and dust proof case. Spark advanced and retarded by rocking magneto about shaft.

CARBURETION—One adjustment two-jet Krice carbureter. Very simple.

TRANSMISSION—Belt drive—flat, cork inserts in engine pulley. Chain drive—Eclipse clutch.

CONTROL—Entirely from handle bar.

FRAME-UNIT TANK AND FRAME—Tank 3 gals. capacity. Of cast aluminum alloy, containing Tool Box. Most rigid and powerful construction possible.

SPRING SEAT POST—Springs enclosed in rear frame tube. Shock absorbing device. No recoil.

MUDGUARDS—Wide flanges. Clearance for chains. Hinged to permit of ready tire removal. Does not interfere with luggage carrier in any way.

MUFFLER—Large muffler with tail piece.

FINISH—Frame and rims Schickel Gray. Black mudguards.

SPRING FOOT RESTS—Giving comfortable position at all times, corrugated aluminum treads fitted with lips to prevent feet slipping.

DUAL CONTROL OF BRAKE—By back-pedaling and by foot-lever off left foot rests.

Write for the "Schickel Story"

THE SCHICKEL MOTOR CO. 59 Garden St., Stamford, Conn.

READ The Story of Larry Lannigan's Motorcycle Which Enabled Him to Outwit "The Bandit of the Boulevard" **IN THIS ISSUE**

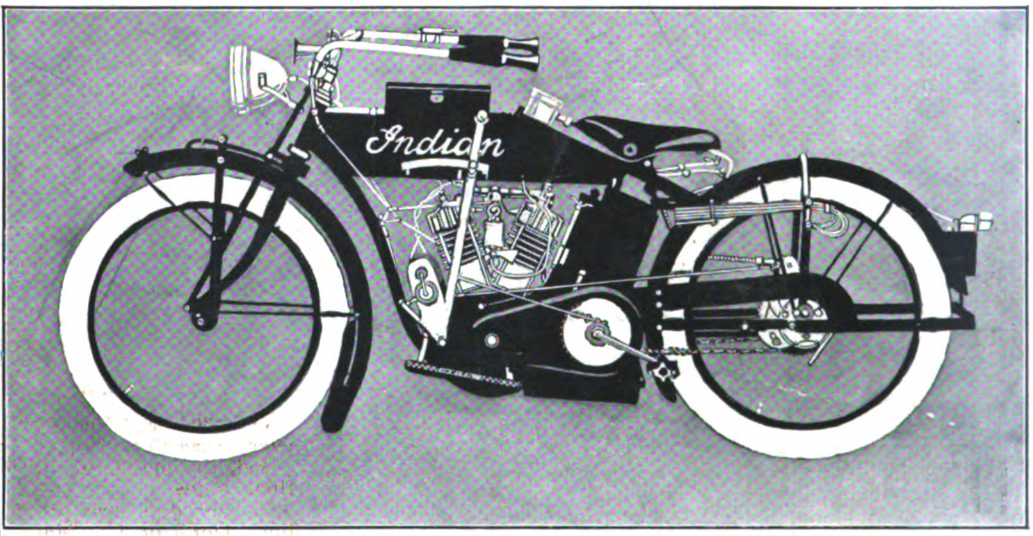
MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUB. CO., 51 CHAMBERS ST., NEW YORK

THURSDAY — SECOND FEBRUARY NUMBER — FEBRUARY 19, 1914

This issue presents a distinct innovation in the form of a breezy fiction story which features the motorcycle. It is the first of a series. Don't miss it.

A Sidecar Enthusiast Snapped in the Act of Enthusing.


Two-Sixty, Standard Model. Price $260 F. O. B. Factory.

Give this machine the acid test of comparison at these three vital points:

PRICE—EQUIPMENT—REPUTATION

The Two-Sixty Standard Indian (illustrated) represents a motorcycle value decidedly in advance of the field today. A close examination will conclusively prove the 1914 Indian with 38 Betterments to be—price for price—quality for quality—an achievement in worth which successfully carries it beyond competition.

1914

Indian Motocycle

equipment has been a true sensation. The Indian has nailed its flag of leadership higher up on the pole than ever by evolving Motorcycle Electricity and putting it into efficient operation. All standard models are equipped with electric head light, electric tail light, two sets high amperage storage batteries, electric signal and Corbin-Brown rear-drive speedometer.

The Indian reputation behind every Indian machine is the greatest guarantee of reliability and sound construction that any motorcycle purchaser could have. The Indian has developed more genuine mechanical devices for the advancement of the motorcycle—including the famous, incomparable comfort feature, the Cradle Spring Frame—than all other makes combined.

Ask for a demonstration from any of the 2500 Indian dealers. 1914 Catalog now ready

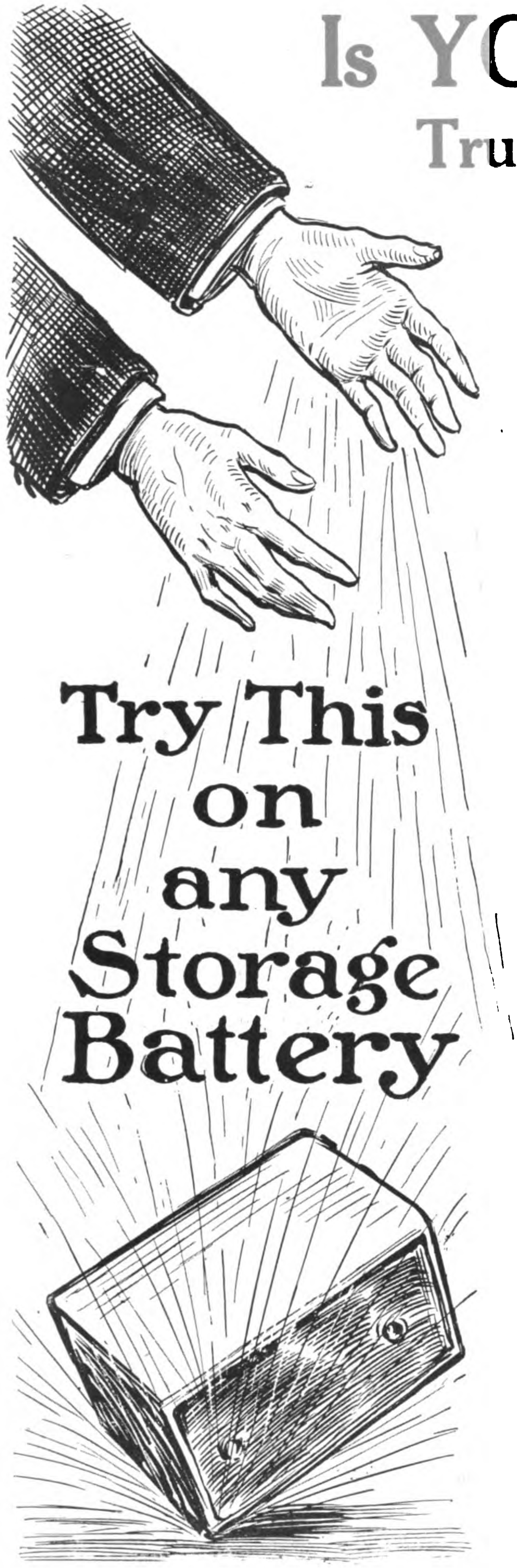
Hendee Manufacturing Co., Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago, Atlanta, Dallas, Denver, Kansas City, Toronto, Minneapolis, London, San Francisco, Melbourne

Is YOUR Motorcycle Trustworthy at Night?



It isn't if your light and your safety depend upon a toy storage battery, a mess of delicate connections and the experiments of any electric lighting system.

You have two ways open in the choice of your lighting system.

You can investigate first and use safe, reliable, satisfactory Prest-O-Lite.

Or you can experiment with electric lights and prove their shortcomings at your expense.

How About This?

Ask the dealer who tries to sell you a storage battery to hold it three feet from the pavement and let it drop.

See what happens.

The same thing happens if your electric lighted machine is tipped over from the curb or if you take a spill, and storage batteries cost money.

If the dealer won't risk such a test, why should you risk your safety on such equipment?

To The Dealer

If you are making any combination equipment offers, include Prest-O-Lite.

It pays you a fair profit and you don't have to put all the money back into free service, repairs, adjustments and smoothing out "kicks."

You know that you can stand behind Prest-O-Lite.

And if your customer—in spite of advice and experience—insists upon electric lights—

Go ahead—sell him—

But don't be responsible for the troubles. Let him pay for his experience—don't you "hold the sack."

30 Days' Free Trial

Our 30-Day Free Trial Offer gives you ample time to prove every assertion about Prest-O-Lite.

Ask the maker of any other system to let you try his light for thirty days.

He will doubtless prefer to have you pay the cost of experimenting. Don't do it! Make him give you proof just as Prest-O-Lite does.

In Any Combination of Equipment, Insist Upon Prest-O-Lite

Several manufacturers and dealers are now offering a combination of equipment at an attractive price.

Any such dealer, no matter what motorcycle he sells, will give you Prest-O-Lite, instead of electric light, if you insist.

And if you know the real facts first, you will insist.

Use the coupon.

The Prest-O-Lite Co., Inc. 246 Speedway
Indianapolis, Ind.

(Contributor to Lincoln Highway)

Exchange Agencies Everywhere

The Prest-O-Lite Co., Inc.,
246 Speedway, Indianapolis, Ind.

Send me free copy of Speedway Test Reports and other information about lighting systems.

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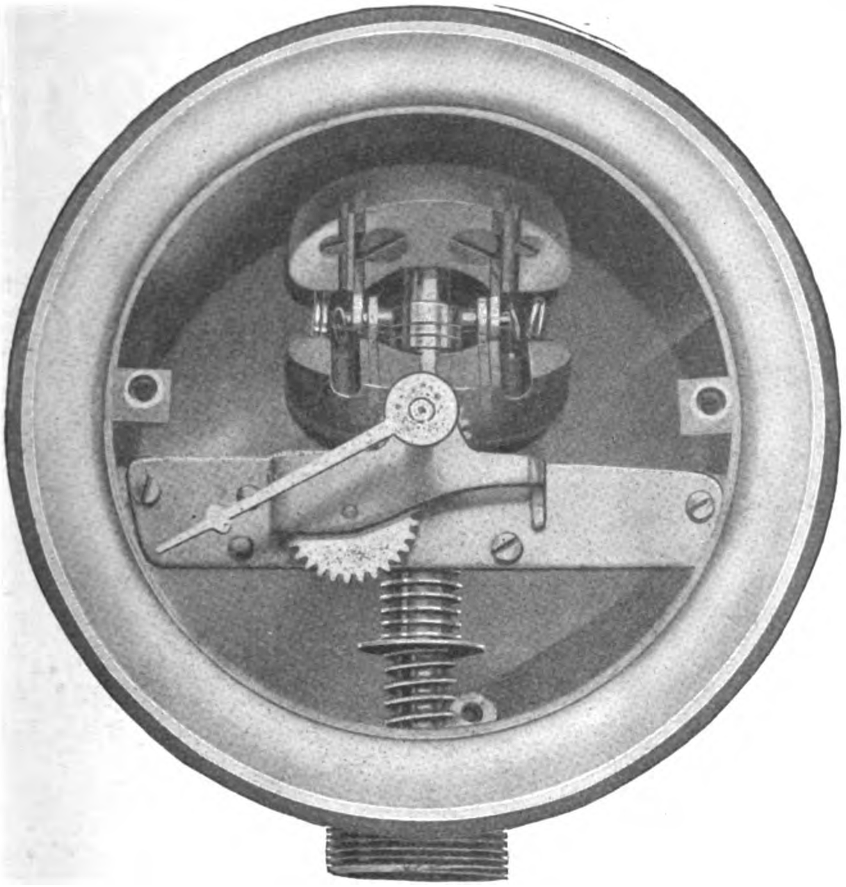
(Are you a dealer?......................)



Draw Your Own Conclusions—

This photograph shows the interior of the

CORBIN-BROWN SPEEDOMETER

"The Speedometer of Absolute Accuracy"

It bespeaks the absolute simplicity of the Corbin-Brown centrifugal mechanism—the total absense of complicated and delicate parts.

Contrast this with the complicated mechanisms of magnetic speedometers—***and draw your own conclusions.***

Write for Catalogue

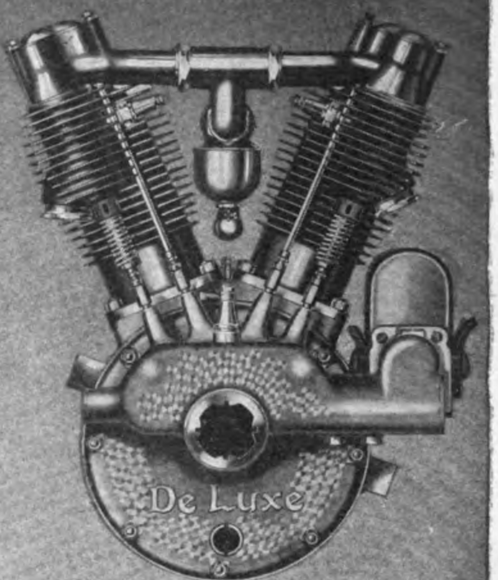
THE CORBIN SCREW CORPORATION

THE AMERICAN HARDWARE CORPORATION, Successors
NEW BRITAIN, CONN.

BRANCHES: **New York** **Chicago** **Philadelphia**

DE LUXE MOTORS
THE HEART OF
THE MOTORCYCLE

No Noise
But The Breeze, For Those Who Ride
A De Luxe Motor Equipped Motorcycle



WHY ENDURE the annoyance of riding a motorcycle with a noisy engine, when the Silent DE LUXE Motor makes motorcycling a genuine pleasure, and removes the last apology necessary to the sport?

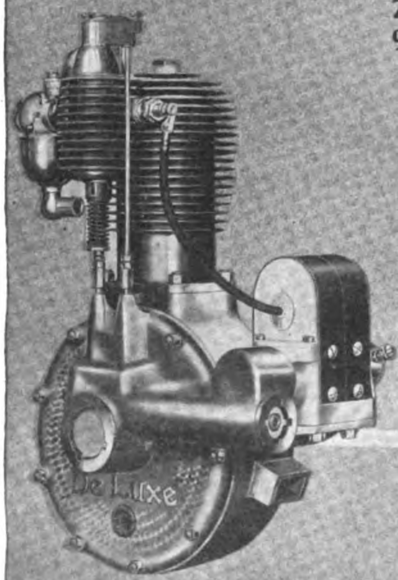
DE LUXE Motor Equipped Motorcycles are now offered by many prominent Motorcycle builders, and in FOUR SIZES, for either chain or belt drive

4 H. P. Single-Cylinder Motor
5 H. P. Single-Cylinder Motor
7 H. P. Twin-Cylinder Motor
9 H. P. Twin-Special Motor

AND IN TWO STYLES—Plain and Two-Speed

DE LUXE Motors for—
- **Motorcycles**
- **Tri-Cars**
- **Cycle-Cars**

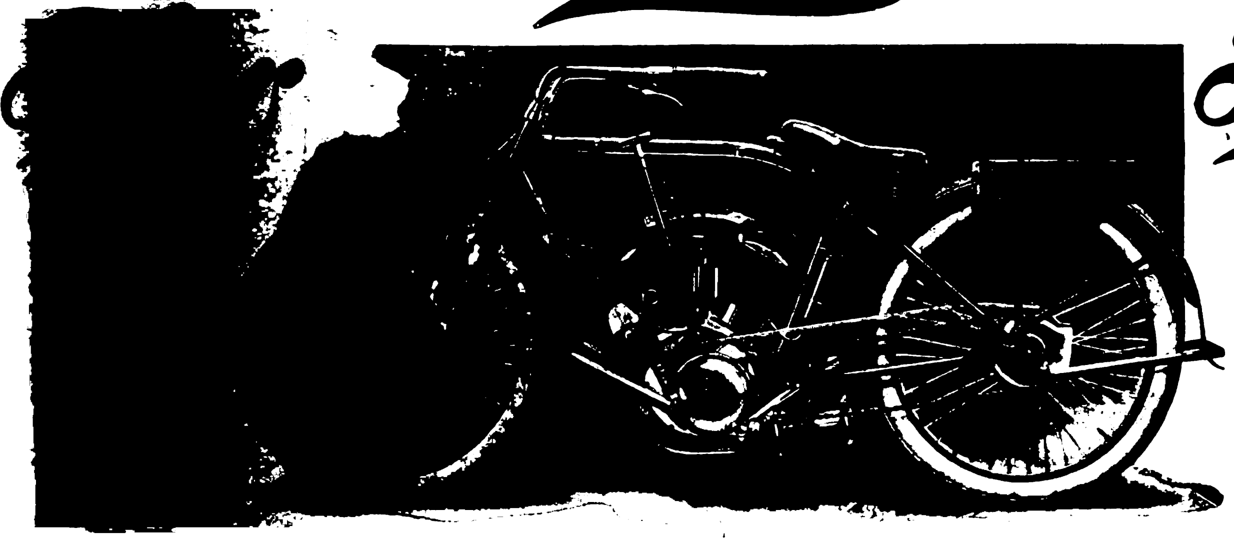
Let us send you a descriptive booklet. Patents applied for.



THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, INDIANA, U. S. A.

16

Thor



Thor

Model 14-A—9-14 H. P.

MODEL—14A	**9-14 H. P.**	**Two Coler Blue**	**List**	**$275.00**
MODEL—14U	**7-9 H. P.**	**White or Blue**	**List**	**250.00**
MODEL—14W	**5-7 H. P.**	**White or Blue**	**List**	**225.00**
MODEL—14M	**4-5 H. P.**	**White or Blue**	**List**	**200.00**

PRICES TALK LOUDEST

When Backed By THOR Quality

Thor MOTORCYCLES ARE RECOGNIZED THE WORLD OVER FOR THEIR QUALITY—DURABILITY—LONG LIFE

WHY? WE EMPLOY ONLY THE HIGHEST QUALITY OF MATERIAL AND SKILLED LABOR THROUGHOUT. QUALITY NEVER SACRIFICED FOR QUANTITY

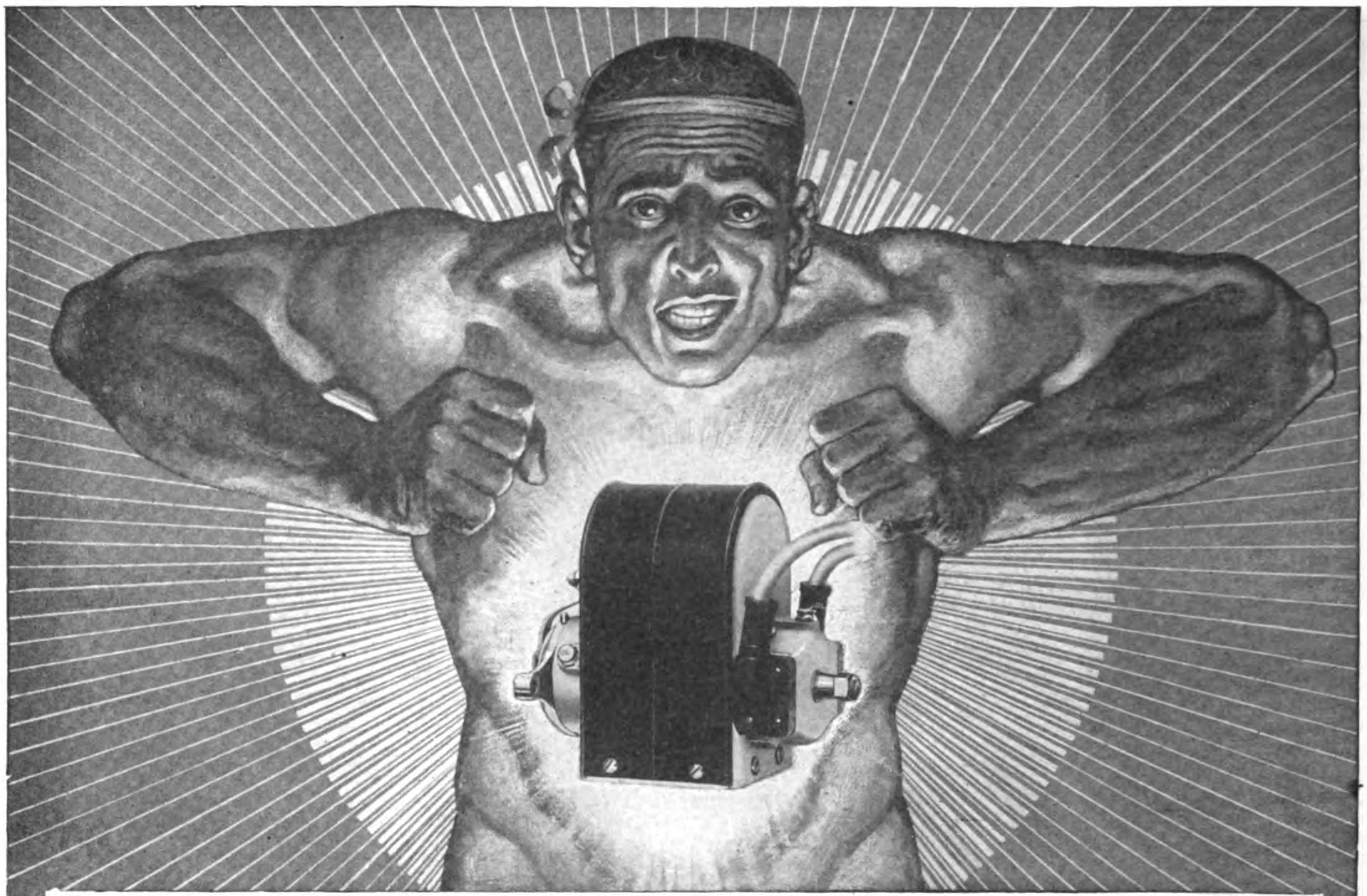
The live merchant whose desire is to build up a substantial and profitable motorcycle business should consult with us at once. We can furnish you and your trade with absolutely the highest quality and best value.

Thor NOW AT POPULAR PRICES Thor

Aurora Automatic Machinery Company

General Office: Thor Bldg.
1307 Michigan Ave., Chicago

General Sales Office & Works
361 W. Superior St., Chicago



Charles Balke

uses a SPLITDORF MAGNETO on his racer and this he paid for in real dollars.

Why?

Because he knows there is no other make of motorcycle magneto in the world that gives such a quick get-away, such a lightning-like pick-up—such hot, fat sparks as the SPLITDORF waterproof, high-tension instrument.

With the SPLITDORF MAGNETO Balke has won racing honors innumerable, and the same ignition qualities that made his successes possible are obtainable for every day use on the road.

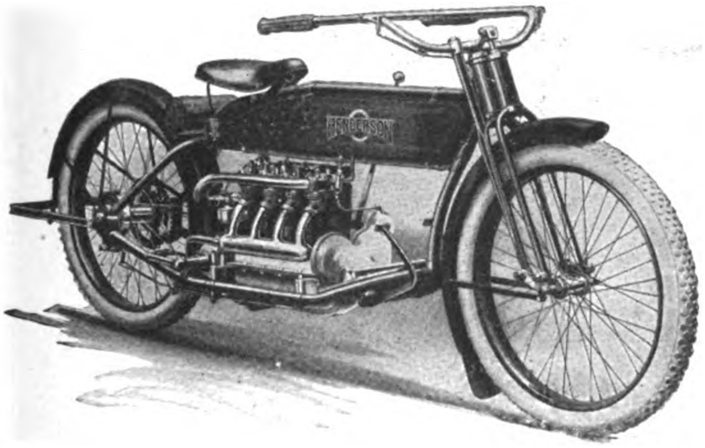
SPECIFY the SPLITDORF

SPLITDORF ELECTRICAL COMPANY

ATLANTA, 10-12 E. Harris St.
BOSTON, 180-182 Mass. Ave.
CHICAGO, 64-72 E. 14th St.
DETROIT, 972 Woodward Ave.
KANSAS CITY, 1823 Grand Ave.
LOS ANGELES, 1226 S. Olive St.
NEWARK, 290 Halsey St.
NEW YORK, 18-20 West 63d St.
PHILADELPHIA, 210-12 N. 13th St.
SAN FRANCISCO, 1028 Geary St.
SEATTLE, WASH., 1628 Broadway
LONDON
BUENOS AIRES

Factory: NEWARK, NEW JERSEY

THE HENDERSON
IN SWEDEN



4 cylinders, 8 H. P.	**$325.00**
Two-speed model	**365.00**
Tandem complete	**20.00**

Stockholm 5,
December 18th, 1913.

The Henderson Motorcycle Company,
Detroit, Mich, U. S. America.

Dear Sirs:—

Referring to the last shipment to our address of two of your motorcycles, we hereby have pleasure in placing still an order with you for two more cycles.

It might be of interest to you to learn of our success with the Henderson in this season. Our engineer won the two first prizes, one each in the speed and reliability trials which were arranged in this autumn of the Swedish Motorcycle Club of this city. Most of the competing makes of the motorcycle industry were represented, as, for instance, the Wanderer, Pierce, F. N., Indian, etc., etc., and a distance of 300 kilometers on hard, rough roads of the most miserable conditions to be run in high speed with spare stations. Notwithstanding this, our engineer came in as first winner both times.

We are, Dear Sirs,
Truly yours,
GJESTVANGS, H. & F. A. B.

Our foreign shipments for the last thirty days have been distributed over the following widely separated corners of the globe:

MEXICO
PORTO RICO
SPAIN
BELGIUM
BRAZIL
SOUTH AFRICA
CHILI
ENGLAND
SINGAPORE
TRINIDAD
BUENOS AYRES
PORTUGAL
HONOLULU
CUBA
SWEDEN
AUSTRALIA

In a period of but three selling seasons the Henderson has developed an export trade that disposed of one-fourth of its output and its foreign popularity continues to grow at an astounding rate.

The Henderson is built to "stand up" thousands of miles from the base of supplies.

We offer you our globe girdling and transcontinental records to substantiate this statement.

This stability has created a demand in the United States that has increased Henderson production three fold in each year of its manufacture.

MR. DEALER:—A motorcycle of stability, beauty, control, comfort and of silent running is **the** machine for **that** particular customer.

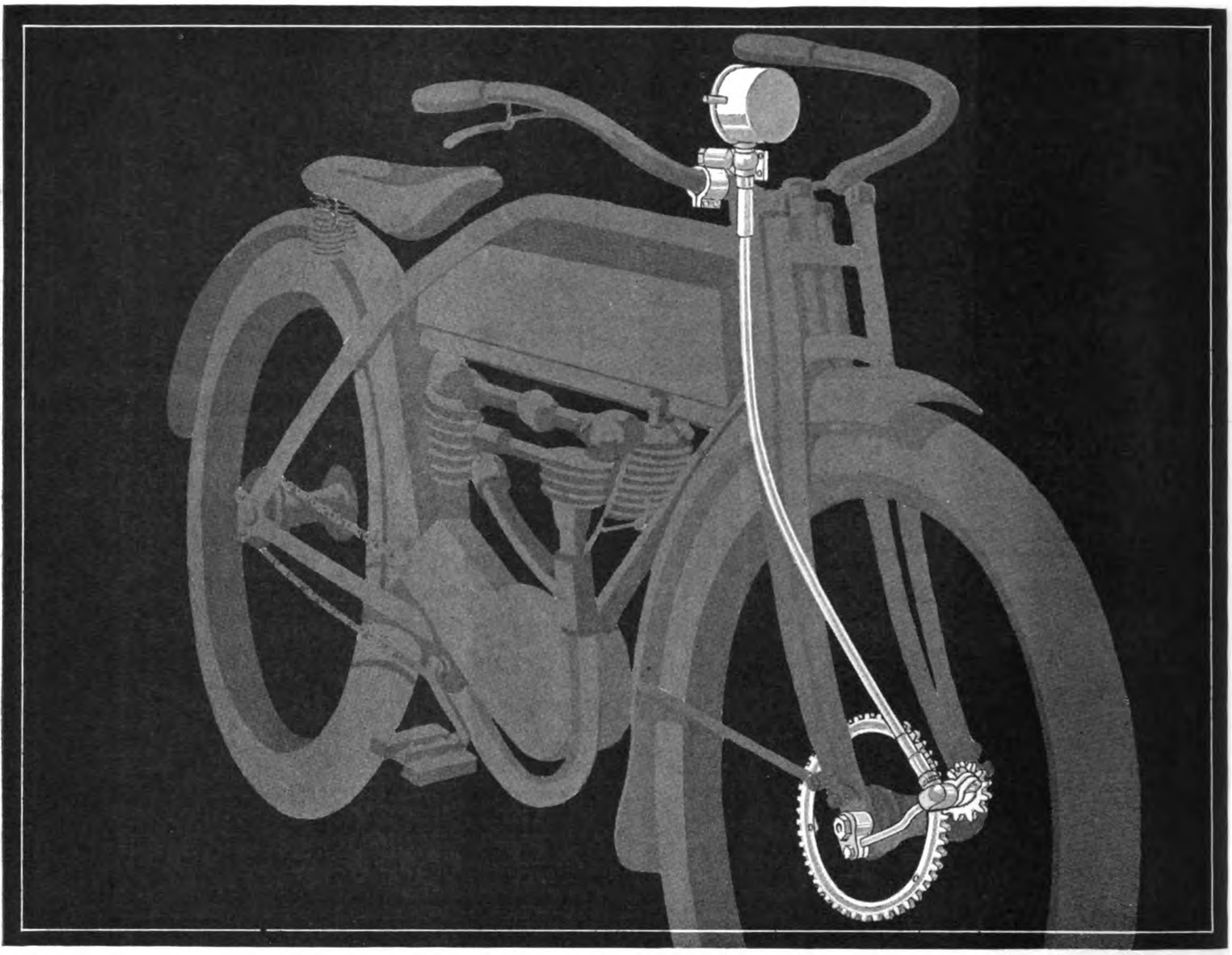
You may be in open territory.

"Write for the Henderson Letter"

HENDERSON MOTORCYCLE COMPANY, DETROIT MICHIGAN

FACTORY BRANCHES

CHICAGO, ILL. 2007 S. Michigan Ave. **SAN FRANCISCO, CAL. 1592 Market St.**



Motorcyclists Are Stampeding To The Stewart Solid Tube Front Drive Motorcycle Speedometer

All **rear** wheel drive Motorcycle Speedometers show false mileage because they register rear wheel **slippage** and also mileage when merely being **"tuned up."** We say this in spite of the fact that we make the best Rear Wheel Drive Speedometer on the market.

No **other Front** Wheel Drive Motorcycle Speedometer is satisfactory because no flexible shaft front wheel drive can last under the terrific vibration and whipping that the front wheel receives.

Our Front Wheel Drive is built to last. The driving chain is enclosed in a **rigid solid tube,** not a flexible shaft. This solid tube supports the bracket which holds the angle joint and fibre pinion. The other end of the bracket swings **free** on a swivel device attached to the front wheel axle.

Model 101-A

$12

Complete

Fully Guaranteed

All shocks and vibration, and all up-and-down movement of the front fork simply causes the pinion to move around on the sprocket, due to the swivel action of the bracket, and also due to the fact that the pinion is directly attached to the rigid steel tube. Where a flexible shaft would be first bent, then stretched (an action that will very shortly destroy the best flexible shaft made), this solid tube remains perfectly rigid, and merely moves the pinion up and down around on the sprocket.

The Speedometer is our famous **magnetic type**—standard for all speed and mileage recording purposes. And the price—$12.00 complete—is the lowest ever made on a Magnetic Type Speedometer.

MAGNETIC TYPE
75 0 5
MILES PER HOUR
SEASON MILEAGE
TRIP
Stewart

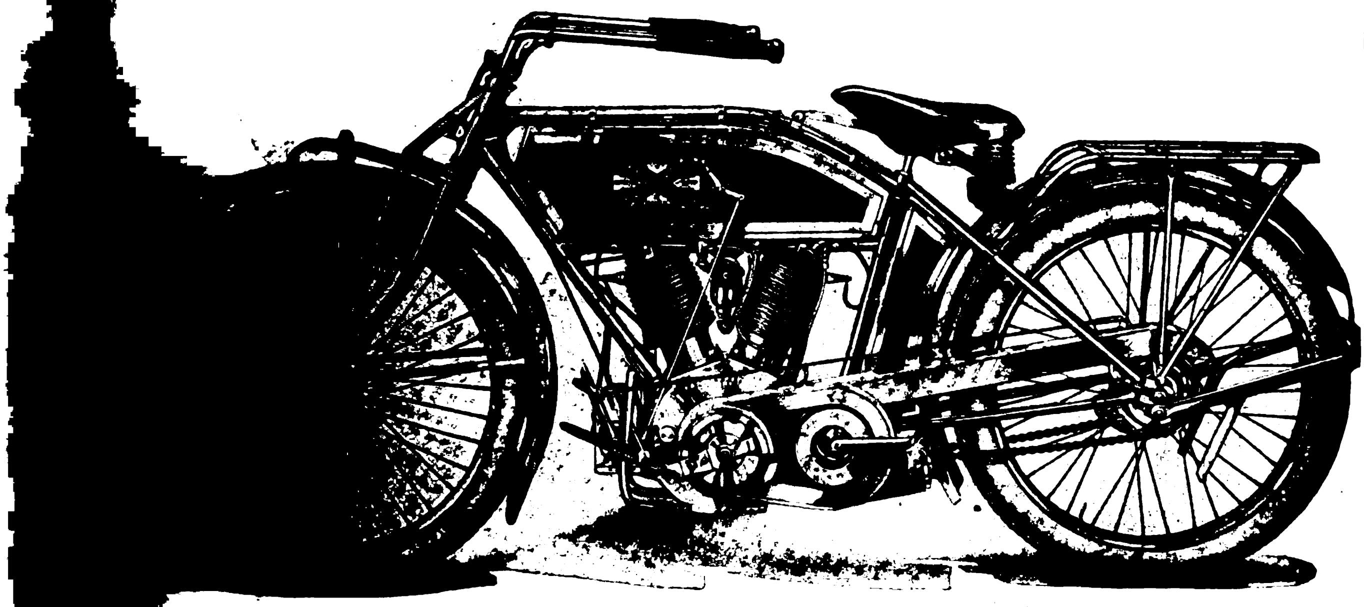
Stewart-Warner Speedometer Corporation

Factories: Chicago, Ill. and Beloit, Wis.

Branches:	*Atlanta* *Boston* *Buffalo*	*Chicago* *Cleveland* *Detroit*	*Indianapolis* *Kansas City* *London*	*Los Angeles* *Minneapolis* *New York*	*Paris* *Philadelphia* *Pittsburgh*	*St. Louis* *San Francisco*

And Service Stations in all cities and large towns

Safety and Certainty of Excelsior Control



The grip control of all functions of the

Excelsior Autocycle

is the greatest assurance of safety to the rider that is found in any motorcycle on the market. Throttle, Spark, Compression and Clutch are all controlled by the handle bar grips without removing the hands or in any way interfering with the steering or other details of operation. This Simplicity and Certainty of control if of equal value to the beginner and the experienced rider, as it enables you to get through crowded streets and bad roads with every part of the machine under absolute control.

One hand governing the speed, the other the clutch, and both hands in positive control of the steering, insures safety and gives the rider a degree of confidence that enables him to go through sand or mud holes that would be absolutely impassable were the rider compelled to lose control of either of these important functions to attend to something else.

The experienced rider fully appreciates this and a moment's consideration will convince the novice that his life and safety are assured on an

Excelsior Autocycle

as on no other motorcycle built.

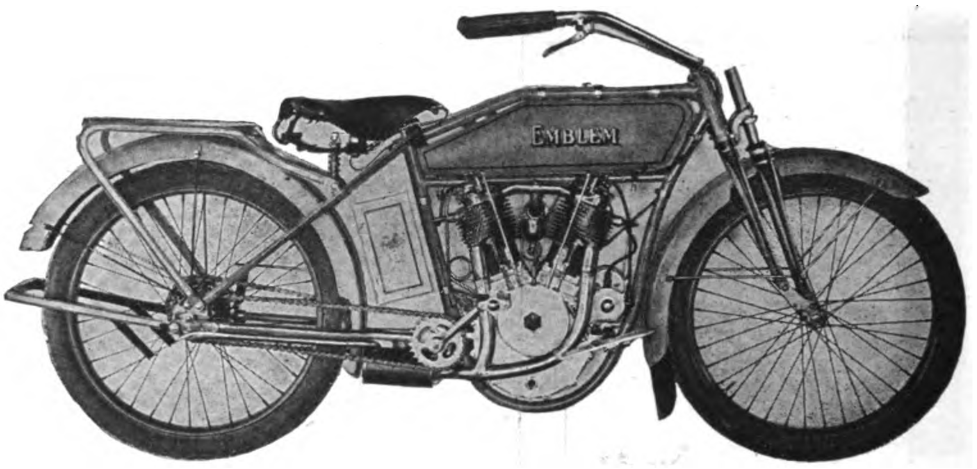
100% Efficiency in control is only one of the great features of the EXCELSIOR.

Our catalog or the nearest dealer will tell you the rest.

Get Wise—get an "X" and be Satisfied

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Streets, Chicago



Are You A Business Man?

If you are, Mr. Dealer, you will realize what a tremendous "punch" is added to your selling arguments if the machine you're pushing is the Emblem. Transcontinental champion, record "road plugger," all-around endurance champion, it's hard to find an easier selling motorcycle than the

Write Now for Our Open Territory Offer

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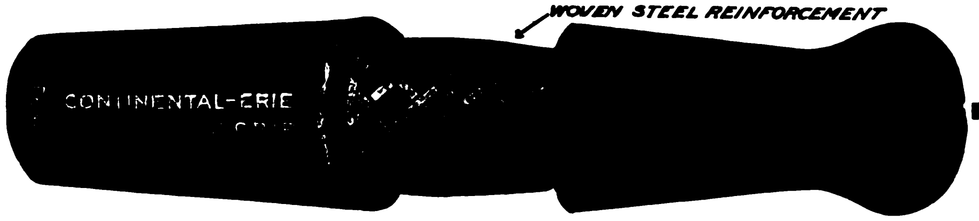
EMBLEM MFG. CO. **Angola, Erie Co., N. Y.**



Here's The Grip That Has Added 50% to the Rider's Safety

The Continental-Erie re-enforced tire grip has added an element of absolute reliability to the grip controlling mechanism of a motorcycle which has heretofore been lacking—or at best only present in a small degree. With its woven steel re-enforcement under highly flexible rubber, the Continental Erie grip is **absolutely unbreakable.** The rush of orders from all parts of the country show that, like the other

Continental-Erie Accessories

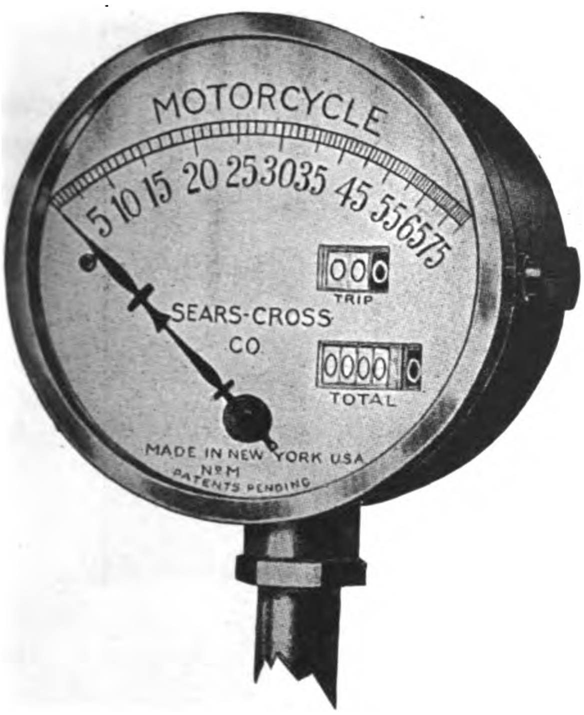
The C. E. Grip is making good. It is the product of keen study of the motorcycle riders' rubber requirements. There is not one superfluous article in our complete sundries line from the famous "sticks-till-it-gets-there" Continental-Erie blowout patch to the popular Non-Slip-Lag that has brought up the standard of many a belt's efficiency.

Write for our complete booklet describing the celebrated Continental-Erie "Tires of Greater Service" and the rest of the Continental-Erie Rubber Sundries or

"Ask Your Jobber—He Knows"

CONTINENTAL RUBBER WORKS **ERIE, PA.**

Sears-Cross

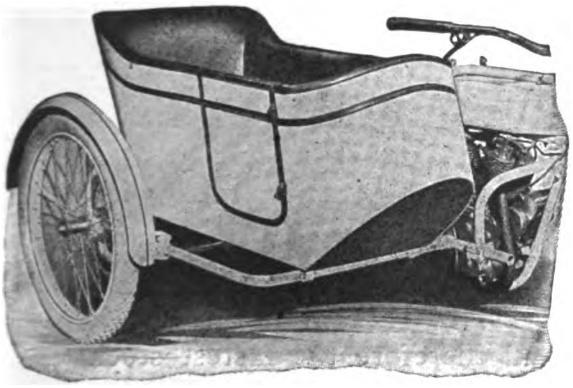


"Inagin-Outagin" Rear Drive

Motorcycle Spedindicator

With its simple and absolutely accurate principle of operation, centrifugal force—the marvelously steady hand—the total absence of delicate springs or pawls in its construction—its double flywheel—its odometer proven by twenty years of manufacture—its remarkable durability, assured by four sets of ball bearings—and above all, its wonderful "life guarantee" that protects the purchaser until he stops riding motorcycles, the Sears-Cross holds out to the rider an absolute assurance of speedometer satisfaction.

The new "Inagin-Outagin" Rear Wheel Drive adds the finishing touch to Sears-Cross perfection. This drive registers only when you are actually riding. It requires absolutely no attention on the rider's part. As soon as the machine is lifted on the stand the recording mechanism is automatically disengaged. This is the only successful automatic non-recording device on the market today.



The Dunham Side Car

Recognizing the need on the rider's part for the right sidecar—one that combines in the largest degree comfort, safety, beauty, style, strength and low price—we combed the sidecar field dry—and by the process of elimination we fixed upon the sidecar that met every one of our critical tests and inspections—and came out with colors flying. Therefore, we have no hesitation in recommending the Dunham Sidecar as the highest perfection of sidecar construction—and we ought to know.

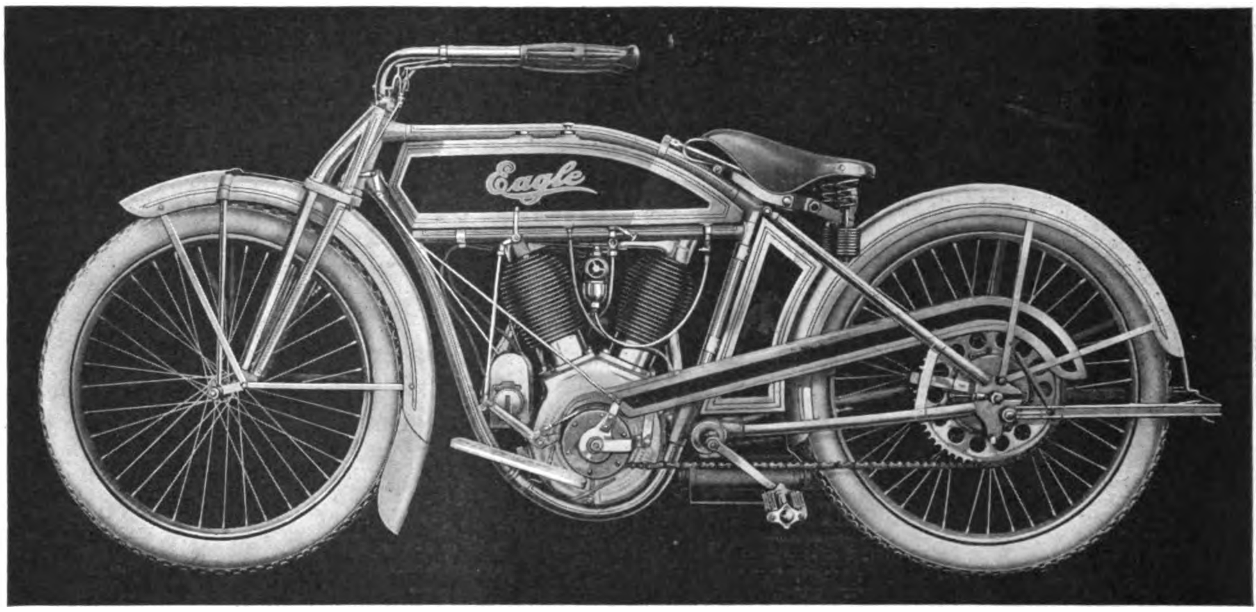
Redmond Foot Rests

Every rider who has not foot-rests on his machine means a sale to some dealer, if he carries Redmond Foot Rests. They bring a machine up to date, and add immeasurably to its comfort. They can fold out of the way when not in use. Can be attached in an instant. Made of heavy gauge aluminum with corrugated foot surfaces. They retail for $5. Write at once for our proposition.

The Harry Svensgaard Sales Corporation

SOLE SELLING AGENTS

471-473 Woodward Ave., Detroit, Mich.



Announcement!

THE STERLING MOTOR CO. has purchased the entire effects of the American Motor Co. and will manufacture only the EAGLE motorcycle, Direct Chain Drive, and counter shaft model for 1914. The splendid EAGLE is the only machine in the world equipped with the 3/8" Direct Chain Drive. The Auxiliary brake is applied to the clutch drum giving two separate and distinct brakes operated in two separate places, doing away with the long connecting rod generally used when the foot brake is attached to the rear wheel.

Every 1914 EAGLE is equipped with the new De Luxe motor, fitted with 18 oz. pistons which reduces vibration to a minimum. The EAGLE DIRECT DRIVE 9-12 H. P. is the fastest De Luxe motorcycle built and therefore the fastest stock machine on the road. No tube in the entire frame construction is lighter than 7/8 x 14 gauge.

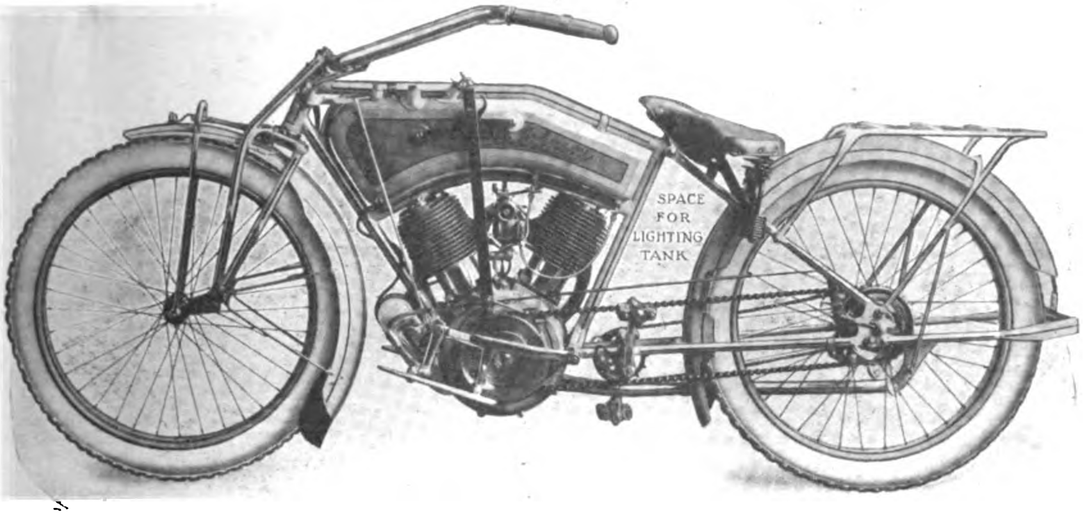
Altho the EAGLE has many exclusive features not used on other motorcycles, it is the lowest priced De Luxe motorcycle being offered for 1914. The reason is, we have cut our overhead expenses and advertising expenses low enough to give the rider the benefit of the lowest possible price. We are in a position to ship 1914 samples immediately on receipt of order.

Valuable territory open. Make application at once for the Agency of the Motorcycle with a quick get-a-way.

Sterling Motor Company

Brockton, Mass.

IVER JOHNSON



31 EXCLUSIVE FEATURES

A motorcycle is not a toy. It is a complicated mechanism with hundreds of parts, all of them subject to the hardest kind of usage.

The IVER JOHNSON is the embodiment of stability and power. Sensational in speed, perfectly balanced, and ideal in comfort and facility of control. Its advanced design and exquisite construction are a guarantee of unconditional satisfaction to every rider. Send for our handsome 82-page catalogue.

IVER JOHNSON'S ARMS AND CYCLE WORKS, 395 RIVER STREET, FITCHBURG, MASS.

NEW YORK OFFICE	ST. PAUL OFFICE	SAN FRANCISCO OFFICE
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PERSONS
DUPLEX
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A

SOFT SPRINGY SEAT

Incomparable for Comfort and Durability

Dealers are having an ever-increasing demand for the "PDPD." This motor seat has made an enviable reputation as the "utmost" in saddle perfection.

Try It Once and You Will
Use No Other Saddle.

Full Information on Request.

The Persons Manufacturing Co.

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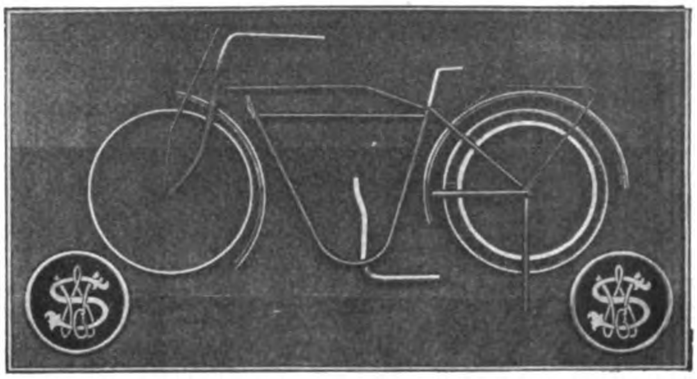


STANWELD

Whenever you want really good frame-parts, such as rims, mud-guards, fork-sides, seat-posts, etc., remember that ninety per cent of all motorcycles made in this country have frames built of Stanweld Frame-Parts.

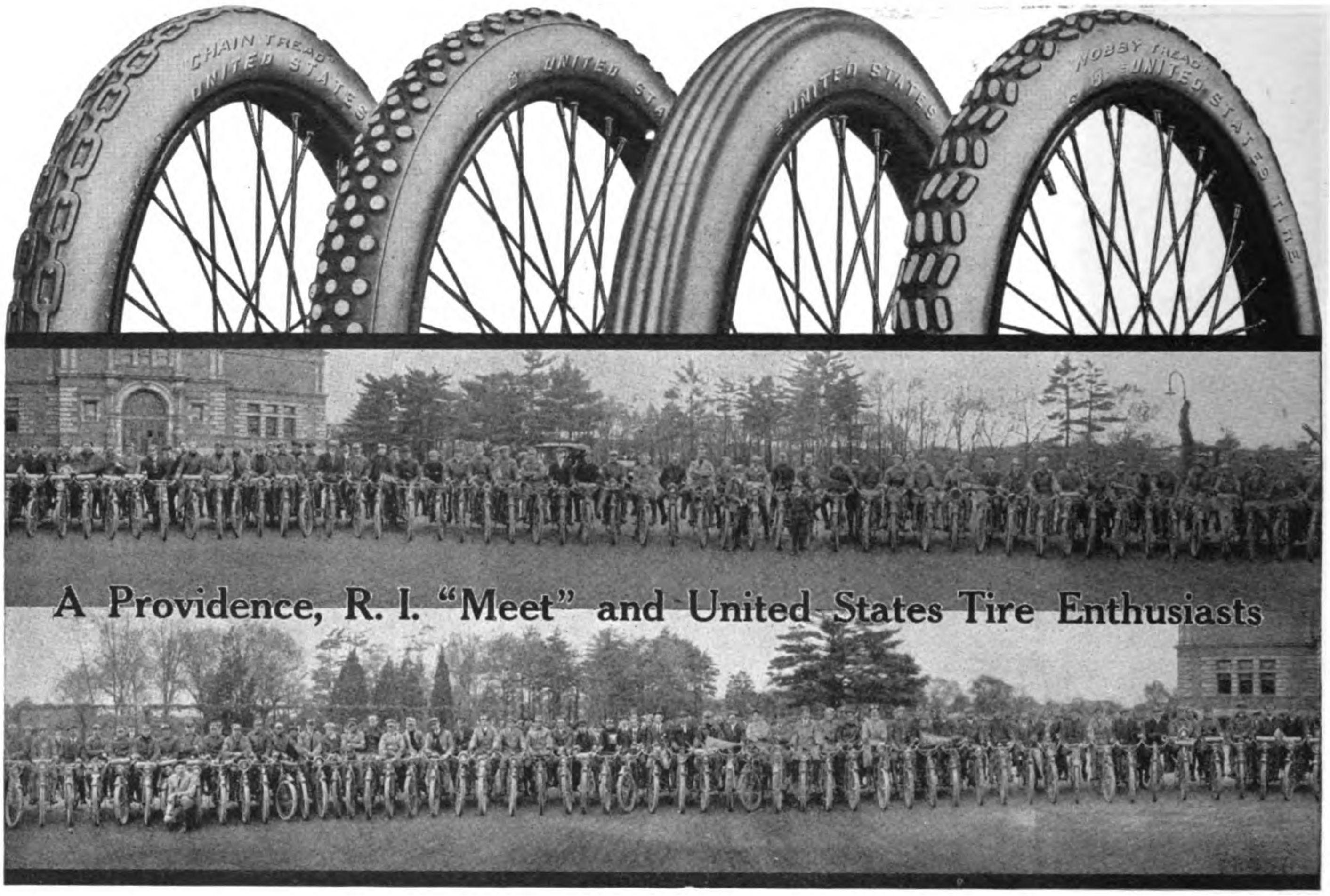
The Standard Welding Co.

EDGEWATER PARK, CLEVELAND

Offices in

New York Detroit Chicago

STANWELD



A Providence, R. I. "Meet" and United States Tire Enthusiasts

The Motorcycle is today one of Man's most economical and useful servants, and United States Tires have done much to make it so

The motorcycle of today is a thing of joy in its simplicity—its economy of operation—its sturdiness—its pleasure and its usefulness.

We, the makers of UNITED STATES TIRES, have kept step with the advance of the motorcycle.

We have constantly studied the tire requirements of the motorcycle from every point of view.

We have built our tires to meet every condition of motorcycle tire wear.

We have solved the motorcycle tire problem.

Today UNITED STATES MOTORCYCLE TIRES stand alone, in a class absolutely by themselves, and are the standard motorcycle tires.

Their overwhelming popularity is a known fact.

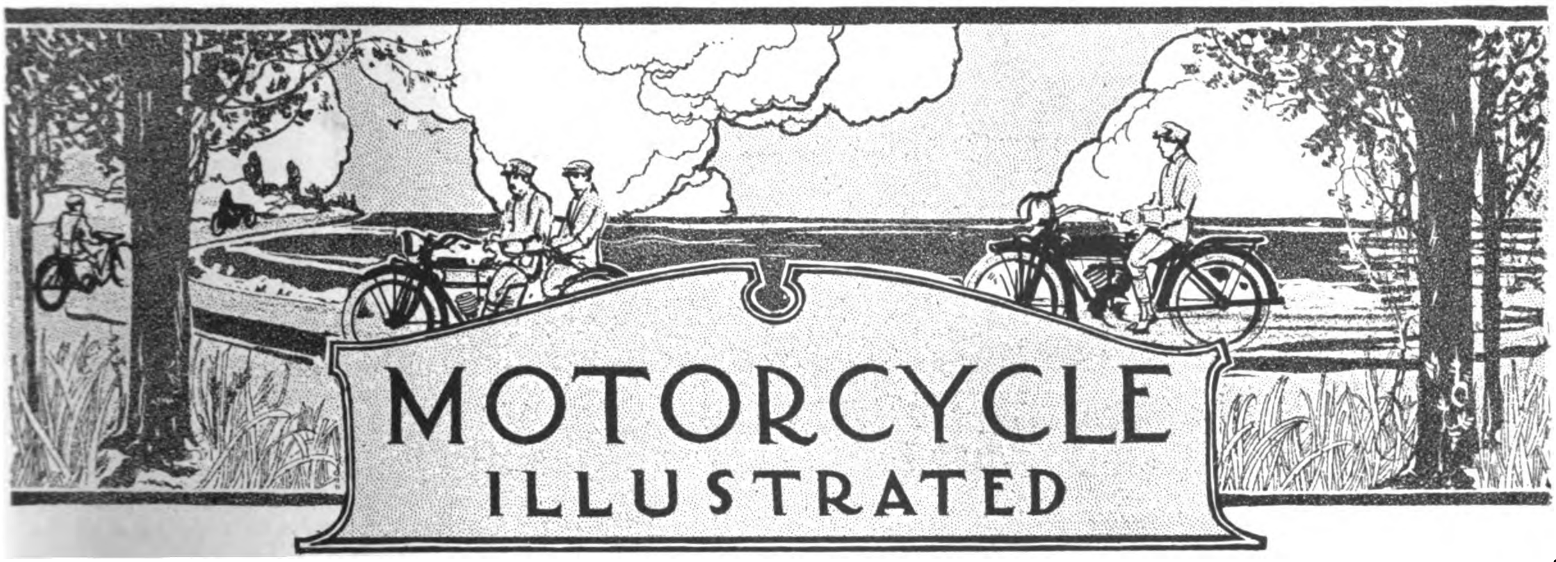
In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the

Largest Rubber Company in the World



CLAIM JONES WON THE SAVANNAH RACE

Miami Cycle and Mfg. Co. Asserts That Scorers Failed to Credit Merkel Rider With One of His Laps, and Protest Has Been Filed With F. A. M. Competition Chairman.

CHAIRMAN JOHN L. DONOVAN, of the F. A. M. Competition Committee, has received a letter from the Miami Cycle and Mfg. Co., stating the company's claim that Maldwyn E. Jones, who was credited with second place on his Flying Merkel machine in the recent Savannah road race, should have been awarded the first prize. This claim is based upon a revision of the race returns which now seem to indicate that the scorers failed to tally one of the laps made by Jones; that he rode one lap more than was necessary to finish the race.

The following extract from the letter states the case as it is presented by the Miami company:

"Jones covered the first lap in 13:10, the second in 11:3, the third in 11:15, the fourth in 15:31, the fifth in 12:14 and the sixth in 11:15. After finishing the seventh lap, he made his very first stop in the race for oil and gasoline and stopped in the pit only 53 seconds. In spite of this, and the fact that he was recorded at all points of the course promptly on time, the official time shows he required 24:3 to make the seventh lap, which was impossible in view of the fact that the machine was running so perfectly throughout.

"What really happened was this. There was only one man, as we understand it, to score five riders. At the time Jones stopped on the seventh lap, four or five riders were shooting past the grand stand. Jones rolled up to the pit, his machine was filled with oil and gas and the scorers did not notice him coming in, and he was away again so quickly that they did not notice him or check him until the next time around. In other words, Jones covered two laps at this juncture, but received credit for only one. Therefore, Jones won the Savannah race in 5:21:17⅗, which time is arrived at by deducting the time required for the last lap made by Jones, which he should not have made. In other words, Jones traveled 28 laps and Perry 27 laps.

"We desire to protest the decision of the referee in awarding this race to Perry, as the Savannah Club, at their meeting, decided that a grievous injury had been done to Jones."

CHAIRMAN DONOVAN'S TELEGRAM

When a copy of the Miami company's letter was received a telegram was sent to Chairman Donovan, requesting a statement of his opinion. The following reply was received:

"Have letter of informal protest from Merkel. Not filed in accordance with competition rules. Will advise immediately of developments."

With reference to its failure to file a protest immediately following the race, as provided in the competition rules, the Miami company states that the official returns were not announced until eighteen hours after the contest and that it was therefore unable to comply with this requirement.

F. J. Arling has been appointed manager of the Oklahoma City (Okla.) branch of the Goodyear Tire & Rubber Company. Arling was formerly at the Missouri Goodyear branch, with headquarters in St. Louis.

Handsome Loving Cup Presented to Clarence A. Earl by the Foremen's Club of the Corbin Factory.

LOVING CUP FOR CLARENCE EARL

Foremen's Club of the Corbin Factory Presents Retiring Official With Handsome Token of Esteem at Banquet in Hartford —Mr. Earl Now Resting in Bermuda.

IT is seldom that an event which is not on the program turns out to be the feature of an entertainment, but that is just what happened at the banquet of the Foremen's Club of the Corbin Screw Corporation, New Britain, Conn., which was held at Bond's Hotel, Hartford, Saturday night, the 7th inst. The surprise was sprung immediately the post prandial program commenced, when President O'Brien, in well chosen words, presented to the guest of the evening, Clarence A. Earl, the retiring vice-president, a handsome silver loving cup as a token of regard from the club.

Taken completely by surprise, Mr. Earl was almost overcome by the occasion, but managed to express his appreciation of the gift, and of the good will of the donors, in appropriate manner. The cup is a magnificent example of the silversmith's craft and bears the following inscription: "Presented to Clarence A. Earl by the Foremen's Club of the Corbin Screw Corporation, New Britain, Conn., in grateful appreciation of many kindnesses. January, 1914."

Mr. Earl severed his connection with the Corbin organization last week, and now is sojourning at Bermuda for a short rest preparatory to assuming the duties of second vice-president with the Hendee Mfg. Co., Springfield, Mass. He will enter the wigwam councils March 2.

MAY BUY THE DEAN PLANT

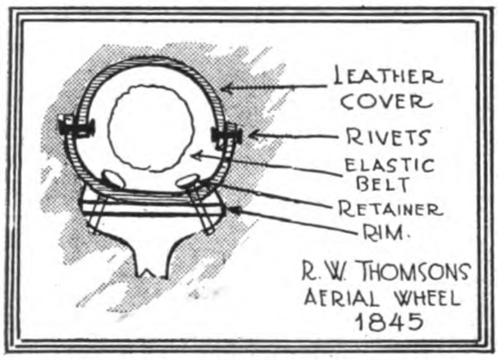
Elyria, Ohio.—Plans are being considered by A. L. Garford and a number of his associates for purchasing the plant of the Dean Electric Company, of Elyria, with a view of utilizing it for the manufacture of the Wall Auto-Wheel, an English product for which Garford obtained the American rights some time ago. If the deal is closed it is likely that the factory will also be used for the manufacture of several specialties in which Garford is interested. It is understood that a substantial offer has been made for the property.

DEVELOPMENT of the MOTORCYCLE TIRE

Second Article in a Series

By PEARSOL SARGENT

TRACING the motorcycle pneumatic tire of today back to its most remote ancestor, which was mounted on the wheels of a brougham in 1845, is a pleasant task indeed, but one that should not be attempted unless the information-seeker has a week or two at his disposal. The history of the pneumatic tire is a varied and interesting one, and even if we confined our investigation to the double-tube type it would give ample material to fill this issue of MOTORCYCLE ILLUSTRATED. Hence, only the chief types, those which have had a marked effect on the present construction of light pneumatic tires, will be discussed, and many very interesting tires of the "bicycle boom" period will unfortunately have to be omitted.



R. W. THOMSON'S AERIAL WHEEL 1845

The Pioneer Pneumatic

No one knows, it is safe to say, just who conceived the idea of the pneumatic tire, but the earliest mention of such a tire was made by an Englishman, Robert W. Thomson, who took out a patent for an "aerial wheel" in 1845. This device, shown in one of our illustrations, he fitted to a brougham and ran on the streets of London for over 1,200 miles "without the slightest signs of deterioration" as a newspaper of the time expressed it. Thomson used a series of canvas layers, each saturated with rubber and laid on one another; they were all cemented together to form a tube which afterward was vulcanized. Outside of this tube was a leather tread made up in two pieces which were held in relation to each other by rivets. Thomson inflated his tires with a "condenser" or a form of bicycle pump, but whether he had a valve is not stated. Most people looked upon his "aerial wheel" as a curiosity, and we next hear of him as a maker of solid rubber tires for traction engines in 1868. All Thomson's tires, whether pneumatic or solid were five inches in profile.

When the velocipede or bicycle came into use, 1868-71, solid tires were used, being made of strips of hard rubber and cemented (with varying success) onto the flat or slightly-grooved rims. This condition of affairs continued until 1889, when the pneumatic tire was first introduced—as far as bicycles were concerned. The solid tires in some cases were vulcanized to the rims, and any damage to them necessitated sending the whole wheel to the factory.

Dr. Dunlop's Pneumatic Tire

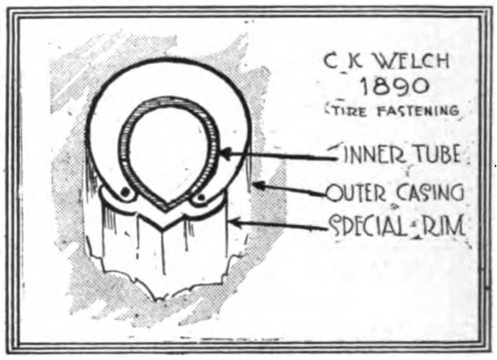
In 1888, an Irish veterinary surgeon, John B. Dunlop, devised a pneumatic tire as an experiment on his son's tricycle. Today such a device as the Doctor fitted would be received with shouts of mirth, if not of derision, as will be evident on noting the illustration of the Dunlop tire. A rubber tube of rather thin walls was used, the tube being bound by layers of tape to the rim of each tricycle wheel. Naturally, the life of the tube in each case was limited to the life of the tape wrappings.

Dunlop took out patents on his tire and as a result there was founded the largest of the pioneer tire companies of the world. The Dunlop company bought up numerous tire patents during the course of its existence, but these were not recognized in France or Germany, as the Thomson patents, and later inventions in these two countries were held to have antedated the original Dunlop inventions. How the Dunlop people entered the American market will be seen later on.

The Welch Rim and Tire

The pneumatic tire having been devised, the next thing was to provide for keeping it on the rim, and the first really successful method of fastening was the now celebrated "side-wire" method, invented in 1890 by C. K. Welch, an Englishman. He constructed a rubber and canvas casing whose ends terminated in wires and fitted in a specially-formed rim, as will be seen in the illustration of the Welch tire fastening. Welch also provided for an inner tube of rubber which was to fit within the casing, and thus invented the first double-tube tire.

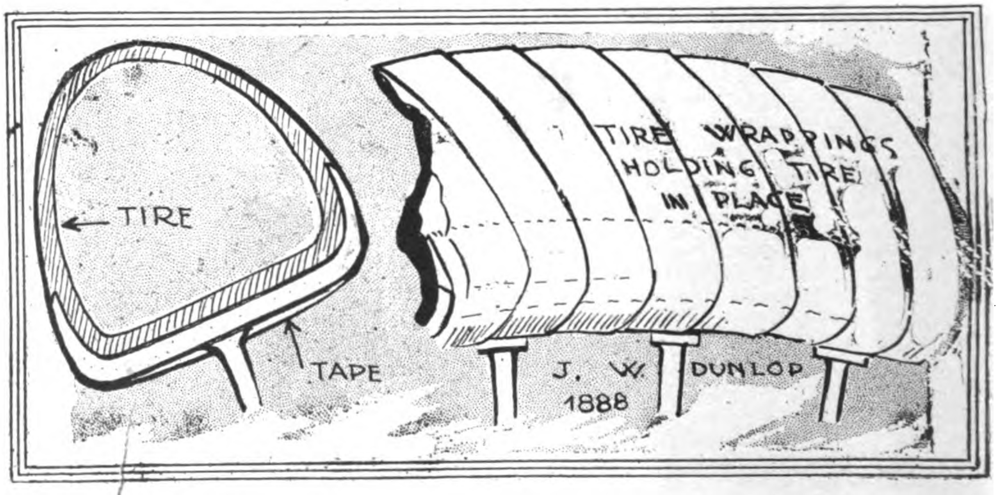
The Dunlop interests "broke into" the American tire market by acquiring a similar patent which was issued to A. T. Brown and G. F. Stillman, both of Buffalo, N. Y., in 1892, and the Dunlop type, or side-wire tire was subsequently manufactured for bicycles and automobiles in this country by the Hartford Rubber Works, of Hartford, Conn.



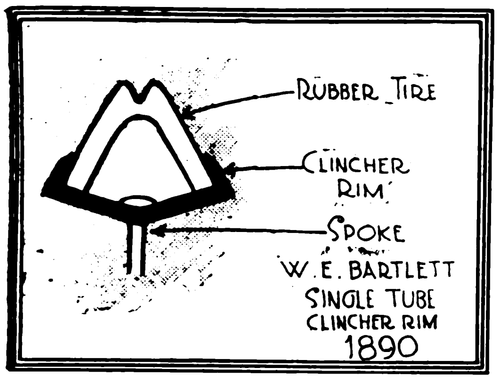
C. K. WELCH 1890 TIRE FASTENING

Introducing the Clincher Type

The same year that Dunlop obtained his first patent, W. E. Bartlett was granted the first of a series of patents in Great Britain for the clincher principle of tire attachment. Instead of using the side-wires, the edges of the casing were formed with beads which engaged the recurved flanges of the rim, and, as in the case of the Welch rim, the inflation of the tire kept it in place. The Bartlett patents were owned by the North British Rubber Co., Ltd., and a deal was finally made with the Dunlop company whereby the latter obtained the patents for the sum of $1,000,000 cash. The North British company held the right to manufacture Bartlett tires, however,



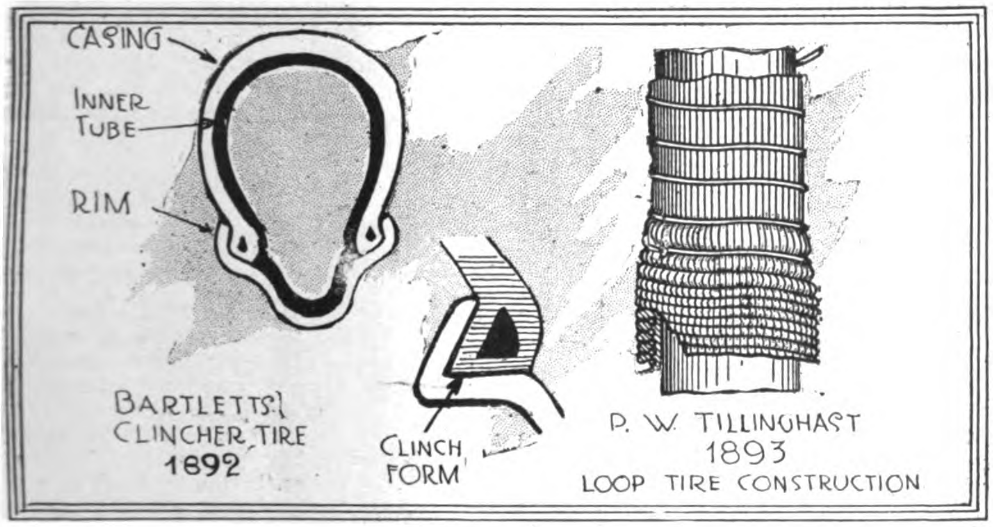
J. W. DUNLOP 1888



W. E. BARTLETT
SINGLE TUBE
CLINCHER RIM
1890

and between that firm and the Dunlop interests they successfully prevented any considerable sale of mechanically-fastened tires in Europe until 1904, when the Bartlett and other patents expired.

In this country the patents for clincher tires were obtained first by Thomas B. Jeffrey in 1891 and 1892. These tires were first introduced on the "Rambler" bicycle, and following the general tendency of cycle manufacturers of that day, were made by the makers of the bicycle on which they were used. Later the Jeffrey clincher tires were called "G. & J.," after the Gormully & Jeffrey Manufacturing Company, which made the "Rambler" bicycles. They were marketed independently. The Bartlett interests attempted to get a foothold here, but were stopped by the G. & J. interests, and the latter in their turn were shut out of the European market by the Dunlop and N. B. R. combination.



BARTLETT'S CLINCHER TIRE
1892

P. W. TILLINGHAST
1893
LOOP TIRE CONSTRUCTION

The Bartlett Types

One of the early forms of Bartlett tires will be noted in one of our illustrations. This is the Bartlett tire of 1889, consisting of a casing somewhat the shape of the letter C. The tread on this tire was brought out to give a non-skidding grip on the road and can be considered one of the pioneer non-skid tires. The clinches are simply heavy pieces formed at the edges of the main rim and the inflation alone kept the tire on. This tire was intended for an "ordinary" bicycle, with radial spokes. The other illustration of the Bartlett tire is that of 1892, with the wedge-shaped clinchers and a deep groove in the rim-center so that an additional air-space could be obtained in a given size of tire. This groove was found to be of little value but its effect can still be seen in some of the modern British motorcycle rims in the form of a shallow depression in the rim-center.

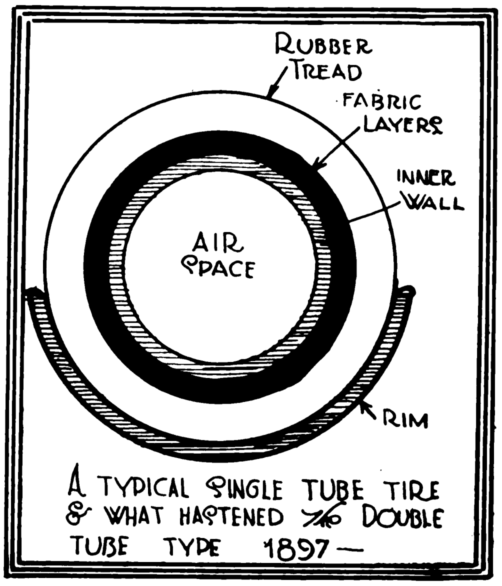
Then Came the Single Tube Era

The early days of the "bicycle boom" in this country brought out a host of tire inventions, most of which never got beyond the paper stage. One patent, in 1893, was most important, however, in that it aimed at remedying the defects of the double-tube cycle tires of the day. This was the "single tube" tire of Pardon W. Tillinghast, introduced on "Columbia" bicycles in the same year. The double tube tires at this time were made with but one layer of fabric in the "carcass" and did not fill the bill by any means. Tillingast's tire employed a number of plies of thread within and around which was deposited rubber, the whole forming a relatively-flexible single tube which was cemented to the rim. The walls were made quite thick to resist punctures, etc., and the tube could be repaired in place.

An idea of the Tillinghast construction can be had from the illustration, which shows the fabric formed in a succession of loops. Later in the same year, 1893, John F. Palmer, in England, went a step further and brought out a "cord" tire, having the fabric made all warp, *i. e.*, without woof threads crossing the warp. These warp threads were laid on sheet rubber and cut into strips of the desired width. A strip was wound spirally on a form and another strip was wound in the same manner over it in the opposite direction. The two strips were finally vulcanized to form a tube or casing. Similar processes are in use today by practically all tire manufacturers.

More About the Single Tube Tire

The "bicycle boom" fostered the growth of the single-tube tire to such an extent that it became the only type used on bicycles for a number of years, and is in considerable use today in this country. Besides the United States, at that time, there was but one other cycling country of importance, Great Britain, and perhaps, owing to the lack of puncture-sealing compounds, quick repair outfits, etc., in that country, a native bush caused the abandonment of this type of tire. The bush referred to was the Viburnum hedge, used all over England on the edges of the roads, especially around the large estates. These hedges periodically shed their thorns, which are as much as 2½ inches in length, and which will penetrate all but the heaviest automobile tires of the present day. The hard points of the thorns made short work of the light single-tube tires, and in self-defense the British riders reverted to double-tube tires on which leather, or other puncture-resisting treads, could be fitted.



A TYPICAL SINGLE TUBE TIRE & WHAT HAPPENED THE DOUBLE TUBE TYPE 1897 —

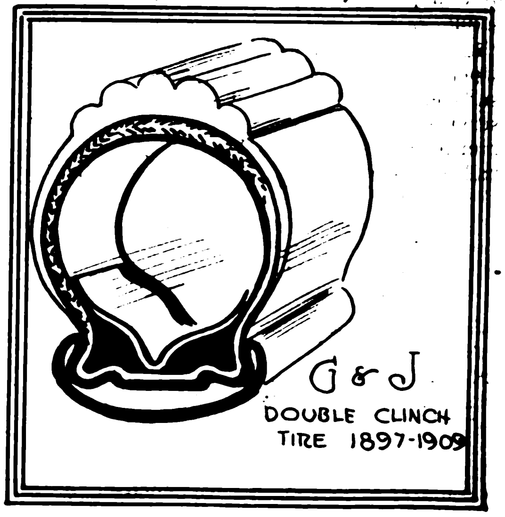
The writer had lots of experience with these thorns, particularly in the days of the motor tricycle and tricar. They gave a most exasperating rip through the light 2-inch and 2¼-inch tires of the early automobiling era, and today are the cause of many motorcycle and bicycle tire troubles.

When the various British master-patents expired, the great French, German and Belgian tire industries sprang into being, and developed the automobile tire especially. In 1904 the Bartlett patents became void, and the Michelin Company, of Clermont-Ferrand, France, started to manufacture in quantity on their own responsibility.

The Double-Clinch Type

About 1899 the G. & J. tiremakers, to obtain additional security of the tire on the rim, added another set of clinches close to the center line of the rim, and this construction was continued until very recently in the motorcycle line. This construction is almost too familiar to need illustration, but a typical double-clinch G. & J. tire of the 1909 type is shown here for those who have seen only the present single-clinch tire. The extra security of the inner clinches was counterbalanced, in the opinion of most users, by the difficulty of removing and replacing the tire and the extra cost of both rim and casing, in some instances, as compared with the single-clinch rim and casing.

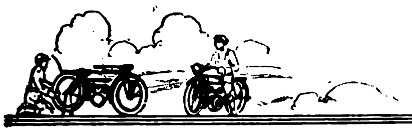
(To be continued.)



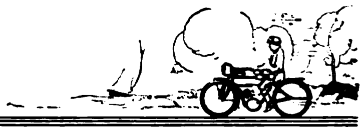
G & J
DOUBLE CLINCH
TIRE 1897-1909

ADVICE ON HOW TO SELECT A MOTORCYCLE

When Choosing Your Mount Do You Keep in Mind the Individualized Service You Will Expect and the Character of the Roads in Your District? If Not You May Be Doing the Machine an Injustice by Applying It to Work for Which Another Type of Motorcycle Is Intended. Read What a Veteran Has to Say About Obtaining a Machine Exactly Adapted to Your Needs.



By A. P. Strogonoff.



NOW that the big motor shows are over and smaller local exhibitions are being held all over the country, the riders—veterans of the road as well as those who are just thinking about joining the ranks—are busily looking over the new models of the various makes, studying the trade journals and wondering how to buy so that their needs will best be filled. For that reason I believe some pointers relative to the selection of a motorcycle will be considered timely. No one appreciates assistance more than the enthusiast who is about to buy his first machine, and he is the one who should have our help.

Speaking generally, the American motorcyclist is not of the "tenderfoot" variety; even though he may not have ridden previously, he has some idea of what he wants, and once he owns a machine he is likely to give it proper care. But with so many attractive makes in the market how is he going to make the selection which will prove most satisfactory? In the first place, every rider demands reliability of his mount, and in order to obtain this he must give study to the machine's makeup. This will not only enable him to keep his motorcycle in good condition, but will help him when he comes to buy another.

Studying the Market.

It is the writer's opinion that comparatively few motorcycles are bought intelligently—that is, bought after proper consideration of the different makes and models and of the rider's personal requirements. I have found that the exact needs of the buyer, either present or for the future, are rarely taken into account, and in many instances the rider finds it necessary to sell his mount and buy another, or he is compelled to abridge his desires somewhat if he can, and this leaves him dissatisfied. There are many riders on the roads now cursing their machines, the highways and things in general simply because they have used poor judgment in purchasing. For example, the rider may wish to use a sidecar, and not having taken this into consideration when buying, he finds that his machine is not sufficiently powerful to stand up under such service. The use of a sidecar would enable him to carry a companion, to travel over quite bad roads with comparative comfort and to use his machine later in the season, but he is deprived of all this if he neglects to figure on a sidecar when he is making his choice of a mount.

The American market is rich in motorcycles of home production. We have a goodly number of machines to select from, and no matter what the requirements of a buyer may be there is a machine that will just suit him. Let him find this mount before closing the deal. Above all things, there is no necessity for buying a foreign-made motorcycle. Our manufacturers are producing machines admirably adapted to service on our roads, and surely the American twin can hold its own with any in the world.

Details Are Important.

Before buying a machine, either for general service or for a special purpose, there are a few important factors to be considered. No detail should be overlooked or regarded as unimportant, for that detail may prove to be a trouble-maker on the road. As the question of price must be entirely left out, unless one is looking for a second-hand mount, the writer will not take up that phase of the proposition. As a rule, the catalog prices do not differ enough to sway a progressive purchaser, provided the machine he has in mind is otherwise satisfactory. The buyer gets his money's worth, and more cannot be expected, for the manufacturers are not in business for their health. They must be allowed a fair profit. However, paying a high price for a machine does not always indicate that the mount is best suited to the rider's particular requirements.

I would advise the buyer to consider first just what he is going to use the machine for. The motorcycle which will give fine returns in general touring work may fall short when it comes to tandem service, or to propelling a sidecar or a delivery van. Let the buyer give careful thought to the character of the country in which his machine will be chiefly used. If it is hilly or sandy he must have a machine equal to such extra strains. Let him study frame construction far enough to know that he is getting a strong mount, and consider with equal care the matters of horsepower, transmission, gear ratio, etc.

FRANK MERRITT

"Speed Merchants" Are Not Considered.

It is evident, for instance, that a motorcycle geared 3 to 1 cannot be expected to give the results in heavy work that would be obtained from a machine geared, say, 4 or 5 to 1. Where the mount is fitted with a two-speed gear a higher gear ratio can be allowed than would otherwise be advisable, of course. If the machine is being acquired with the sole purpose in view of getting around in a hurry, and economically, to cut down carfare, to carry only one person usually—with occasionally a package or two, or even a tandem passenger over good roads—a single-cylinder machine in good condition will meet the requirements. The single has the advantage of being light and therefore easy to handle, and the gasoline consumption is next to nothing. When you have such a mount, however, do not feel hurt when owners of twin machines pass you on the road with "Excuse-my-dust" pennants fluttering behind; do not try to race with them, for your machine will already be doing its share of work and will not be equal to a race. In other words, be reasonable.

If the money at hand will not permit you to buy a twin machine, a single with a low gear will do very nicely and will carry both you and your lady friend, providing you do not attempt too much in the way of navigating sand and steep grades. There are always speed merchants on the road, of course, but I do not care to discuss that side of the question. Personally, I am a tourist and not in any sense a racer. I will not try to advise the buyer who wants simply speed, because in a way I feel sorry for him. He will rarely listen to argument. I have ridden sixty-seven miles an hour, but that happened only once and I do not wish to repeat the stunt. Briefly, those who demand nothing but speed will not find a sympathizer in me, for my attention, support and sympathy are with the long-distance tourists, tandem parties, etc.

Demands of General Service.

The rider who is looking for a machine to be used in general service can never exercise too much care in selecting his mount. The machine for this work must be extra strong, with a heavy-duty motor. The frame must be sturdy, so as to permit of using a sidecar; the tires must be large and the spokes heavy. These are only details mentioned in passing, but it is attention to such details that gives satisfaction in the end. Let the beginner also see that his motorcycle is featured by simplicity. Thus he will be able to keep it out of the repair shop. Let him also pick out a machine with the proper saddle height for his length of legs, for I have known many a rider to suffer and growl through a whole season simply because he allowed some one to talk him into buying a machine not suited to his physical makeup. This is a very important point.

Although I am personally a strong friend of the V belt, I must admit that for certain forms of work on a twin the chain is desirable, if not actually necessary. We need both the chain and the belt in motorcycle service, but we should choose them in keeping with the special demands to be made upon them.

The question of brakes should never be overlooked. The brakes are of the utmost importance on any motorcycle, and especially on the mount which is to carry heavy loads. A brake controlled from two different places on the machine is very good, but two independent brakes are much better.

As not all the manufacturers are supplying lighting systems with their machines, this detail of the equipment can be settled to the satisfaction of the individual buyer, and need not bother him greatly. If he desires an electric lighting outfit he can easily obtain one, and if he prefers gas lighting it is always a simple matter to attach a tank. Good lighting in some form, however, is absolutely necessary. Too much economy with reference to lighting has often proved very costly in the end. We cannot have too good a lighting system on a motorcycle. . The single-tracker travels at a higher average speed than the automobile, and still has only one headlight, while the motor car has two. My opinions relative to lighting systems were fully stated in my article in these columns recently (issue of December 11, 1913), so I need not dwell upon the subject here.

While we are talking of new riders and machine-buying let me give the dealer a pointer: a copy of a comprehensive but inexpensive book or pamphlet dealing with motorcycles and their care and operation will always be deeply appreciated by the new rider. Such a book can be given free by the dealer to his patrons and considered a good investment. It will reduce the beginner's trouble to the minimum and make him a booster. Every satisfied owner is a living advertisement for the dealer, and in the long run the latter will find that the book of mechanical information was worth all it cost him. Thousands of new riders are about to enter the motorcycle field; let us give them the proper kind of a welcome.

A MOTORCYCLE PARADISE

"Hawaii is a motorcycle paradise," writes H. P. Wood, of the Hawaiian Promotion Committee. He states that there are 300 motorcycles in use in the Islands and that most of them are of American manufacture. With splendid roads and gasoline at 18½ cents per gallon, it is little wonder that the two-wheeler is rapidly becoming popular in Hawaii. Another advantage is that the climate permits of all-year riding. Wood writes that visiting motorcyclists have all the facilities that would be afforded them in their home land, as the Islands are well supplied with competent repairmen.

HOW THE BRITISH DO IT

One of the latest English novelties is a "black list" for dogs. Pups that forget their breeding to the extent of snapping at the ankles of motorcyclists will find neat little notes sent to their masters, telling the whole terrible story. Then if the dogs are not prevented from offending again the masters will be held responsible. How much more systematic than our American plan, by which the rider chugs blithely over the annoying pup and leaves the owner to draw his own conclusions when he finds that the family pet has turned up his toes by the roadside.

NEW F. A. M. SHOPS

Among the shops to become affiliated of late with the F. A. M. are the following: William T. Ward, 27 South Main street, Concord, N. H.; H. S. McCrillis, 157 Saratoga street, Lawrence, Mass.; and the United States Sporting Goods Company, Van Wert, Ohio.

INDIAN NEGOTIATES SAND

Motorcycle enthusiasts of Michigan City, Ind., are complimenting Slater Craft upon his successful ascent of the famous Hoosier Slide, in that city. This sand hill, which has long been known as a "sticker," is one of the most difficult climbs imaginable for a motorcycle. Mr. Craft made his first ascent on January 3, but as there were not many witnesses present, he duplicated his performance on January 4. This striking illustration of the Indian's hill-climbing qualities under such unfavorable conditions has aroused much favorable comment in Michigan City.

Craft and His Sand-Plugging Indian.

S. R. O. SIGN NEEDED BY PROVIDENCE CLUB

There Was Standing Room Only, and Not Much of That, at Big Annual Banquet—Vaudeville Program Was Followed by Discussion of Plans for 1914 Road Work.

PROVIDENCE, R. I.—When the Providence M. C. staged its annual banquet at the clubrooms, 522 Broad street, Sunday afternoon, February 8, it was found necessary to put up an S. R. O. sign, for standing room only was the order of the day. What's more, even the standing room was rather hard to find. The banquet was by far the most successful of the club's entertainments, no less than one hundred being in attendance. A number of out-of-town guests were present.

The entertainment included vocal selections and instrumental renditions on banjo, mandolin and guitar by a colored team, monologue and songs by Edward Slocum, Victrola selections by John Kay and yarn spinning by several members. Many popular songs were on the program, the guests joining in the chorus. Between the numbers a dainty luncheon was served.

President E. L. Buffington welcomed the guests in an appropriate speech, and assured them that the club's entertainment committee, consisting of John Kay, A. V. Howe and B. A. Swenson, which was responsible for the present function, had a very lively program of social activity in hand for the coming season.

Considerable sentiment in favor of a New England tour through the White Mountains this summer having developed among the members of the club, B. A. Swenson, who has made two tours in that section, spoke of the numerous attractions which the region offers in the way of scenery and good roads, and it is practically assured that the club will promote a tour of this kind. A committee shortly will be appointed to formulate plans.

For the contest committee of the club, the new captain, A. V. Howe, reported a big schedule of events in the making, which assures the members ample opportunity to win road honors and trophies this summer. The red letter event on the calendar will be Indian Day, which will be held in June, the date to be announced later, when B. A. Swenson will give his annual picnic to Indian motorcycle riders throughout New England. This function was inaugurated last year when over 700 riders from 11 States were guests of Swenson, and this year he figures on sending out 1,500 invitations.

The club's outdoor season will open April 19, when the annual "herring run" to Taunton will take place.

F. A. M. REWARD OFFERED

Secretary Gibson reports the theft of a member's machine for which the usual reward of $25 will be paid by the Federation for its recovery. The machine was stolen from L. E. Reinhard, of Terre Haute, Ind. It was a 1913 model Flying Merkel, 7 h. p., and the motor number is 8785. It was equipped with Stewart speedometer (front wheel drive), Prest-O-Lite tank and nickel lamp, luggage carrier and Goodyear studded tires.

NEW CHICAGO CLUB

The new Garfield Park Motorcycle Club, of Chicago, Ill., held its first informal dance at the Van Buren Palace Hall, 2801 Madison street, February 19, 1914. George B. McCormack heads the club as president, and the other officers are Fred Manshreck, vice-president, and Robert S. Hanrahan, secretary and treasurer.

NEW STEWART-WARNER CATALOG

A new loose-leaf catalog has been issued by the Stewart-Warner Speedometer Corporation, of Chicago, Ill. It consists of a number of pamphlets bound in a folder. The catalog is artistically designed and the enclosures measure 10 by 14 inches.

PROUD OF HIS NEW MODEL

Motorcycle Officer George R. Oblander, of the Freeport (Ill.) police department, appears in the accompanying photo. Officer Oblander is very proud of his 1914 model twin, and says that he has no difficulty in apprehending the most reckless speeders.

The BANDIT of the BOULEVARD

by Harold C. Burr

WHIRR! Chug! Chug! Purr-r-r-r-r-r, I muttered softly, contentedly, deep down in my steel throat, as we swung out of the garage and felt the exhilaration that comes with knowing that you have all outdoors in which to roam. You can believe it or not, but at that instant neither Mr. Lannigan nor I would have changed places with the haughtiest potentate you have ever seen pote.

Right at the beginning, let me confess that I am nothing more imaginative than a motorcycle, this year's model. No more had I been turned out of the shops, all glistening in my new enamel than Mr. Larry Lannigan bought me. And I will say I've got a good, intelligent master. It's a pleasure to have him fuss around my motor with a fist full of cotton waste after my tuning up that he gives me every day. This is his story—that he is too modest to spin himself. I managed to register it all as faithfully as my cyclometer jots down the miles I travel.

We were off on our trial spin. Ahead of us stretched the broad asphalt reaches of the boulevard. My master was in cap and goggles, khaki jacket and puttees. He made a brave show on my back. Beneath him my steel heart pounded. He grasped the handlebars and let we whizz until I felt like a quivering thing of life.

That Memorable First Ride.

Afterwards, I heard him telling one of the chauffeurs at the garage where he keeps me how that initial ride made him feel. It was pretty graphic the way he told it. He said the wind went rushing past his ears like a cloud of humming bees. Under him the road raced as if reeled in on a giant roller. On either side, the houses were a horizontal smear. He felt as if flying on roaring wings. Once I thought I heard him shout—just for the joy I was giving him.

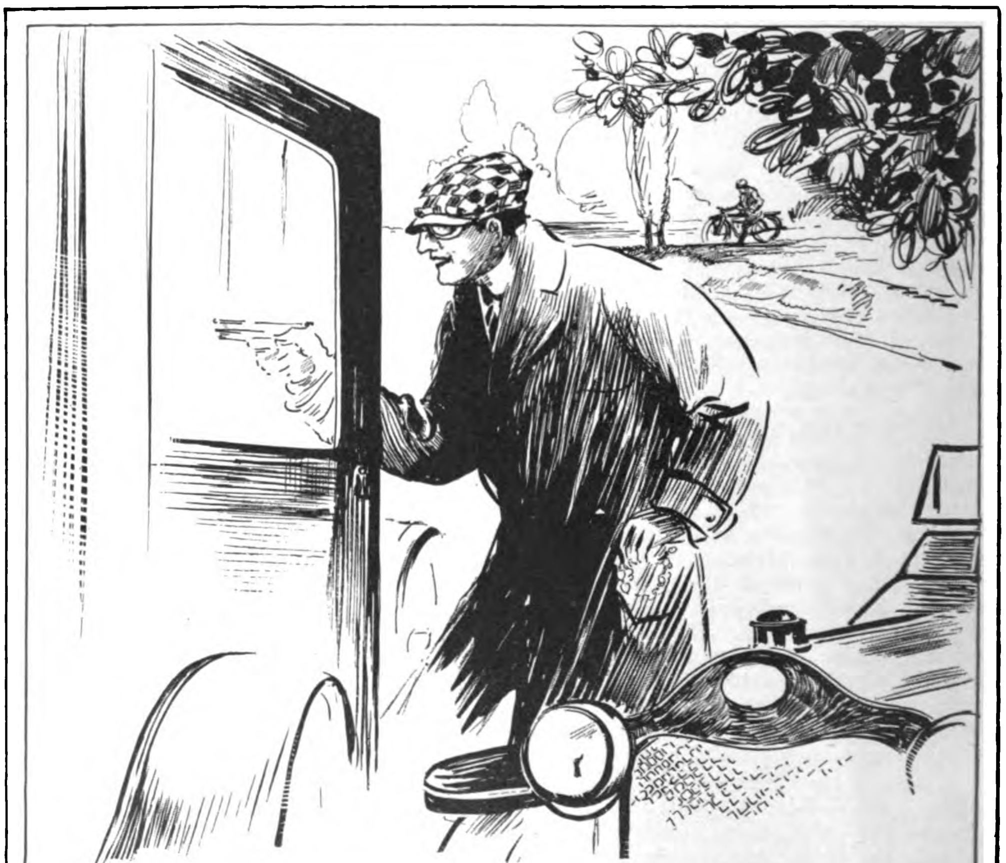
I let him keep a sharp lookout for traffic. Suddenly I felt him lean farther forward, peeringly. Perhaps half a mile ahead of us I, too, saw something unusual. This was a lonely stretch, fairly between suburbs. Two machines were drawn up side by side, their wheels almost locking, motionless. One of them was a narrow, long, low racer, painted the dull gray of my monster mechanical brother, a battleship, looking not unlike a torpedo on wheels. The other was an enclosed electric, affected by ladies who drive themselves. But no self-respecting motorcycle, this year's model, will notice a haughty automobile, so I let Mr. Lannigan do the worrying as to what was up.

Even as I gave myself up to the business of pleasing him I couldn't help but notice what was going on in front. It was a-plenty. Looking at those two automobiles I got the absurd notion of a pirate craft coming alongside of a helpless merchantman. Then I saw a slim chap backing out of the electric's open door. It was so far away that I might have been mistaken, but I nevertheless received the impression of something glinting in the sunlight at the end of the fellow's distended arm. I think my rider saw it, too, for I heard him give a suppressed exclamation. Both of us could think it portended nothing else save a revolver.

Trouble in Sight.

"Whoa, Sal, old girl!" he said soothingly to me, though I was calm enough, patting my tank between his knees and bidding me halt. "Some dirty work afoot, old lady. We've got to stop and investigate."

I liked the way he took me into his confidence right off the bat, and also the pet names. I tried to thank him, but my muffler made me splutter with emotion. Mr. Lannigan, meanwhile, had swung out of my saddle, and was trundling me forward. My pulse had stopped, and I was as curious as he. But even as we hurried forward the gray car shot away in a swirl of dust. Not, however, before we had verified our suspicions. The man who had



"We Saw a Slim Chap Backing Out of the Electric's Open Door"

been in the electric was armed. My master saw him stuff the stubby cylinder of blue steel into his hip pocket ere he made off. By Mr. Lannigan's expression I knew that he was sure of being able to identify him at the police station. My own glimpse had been photographic—sallow, olive face and waxed, upstanding mustache. He looked like the devil himself as he crouched over his driving wheel and flew away.

Mr. Lannigan was about to send me in pursuit and I was palpitating wildly at this chance to pit my horsepower against that stuck-up racer, when he happened to glance into the electric. I never could abide the weak things, but I condescended to follow his glance. On the seat, a girl was leaning inertly back, white, shocked and crying. My master is as steady-going as I am myself. He does things just as logically and mechanically. But even I would have liked to have seen her laughing. I bet she had some pretty dimples.

Beginning of the Chase.

He hustled up, bareheaded, with me at his side. "If I can be of any assistance——" he began tentatively.

She stared at him blankly, wringing her bare hands. "My rings! My jewels!" she sobbed hysterically. "He—he has them. Oh, catch him, please!"

Speaking for myself, I was for her strong—to use garage slang. Of course I was just out of the factory, and all that, but I knew a thing or two.

Mr. Lannigan must have seen the pink welts where her rings had been yanked brutally over her knuckles. But he didn't linger for sympathy. He just saluted like a private ordered into battle, got a running start, and vaulted into my saddle with a plump. In a jiffy we were in full cry. If I could keep that bandit in sight until my master saw some one he could yell at to head the gray torpedo off all would yet be well. It was proving a pretty strenuous try-out for me.

Luckily, the boulevard was a straightaway course. The escaping miscreant was still in sight, his wake a choking cloud of dry dust. I wished that Mr. Lannigan had his automatic along, so that he might take pot shots at my hereditary enemy's rear tires. At least that would have aroused the neighborhood. But it was that neutral hour of noon when all human activity hangs fire like a engine running free and man is indoors eating. Not a soul was to be seen on the highway. Without looking back it was easy enough to guess the girl was following in her soft little machine.

The high-geared racing car was gaining on us slightly, much as I hate to admit it, because he had the advantage of a good start. I exploded in fierce staccato wrath that this was so. Mr. Lannigan leaned forward like a jockey, urging his thoroughbred to the wire. I could feel his change of position. It made me sick to my very ball-bearings the way that boulevard desperado was buring the air out there in front.

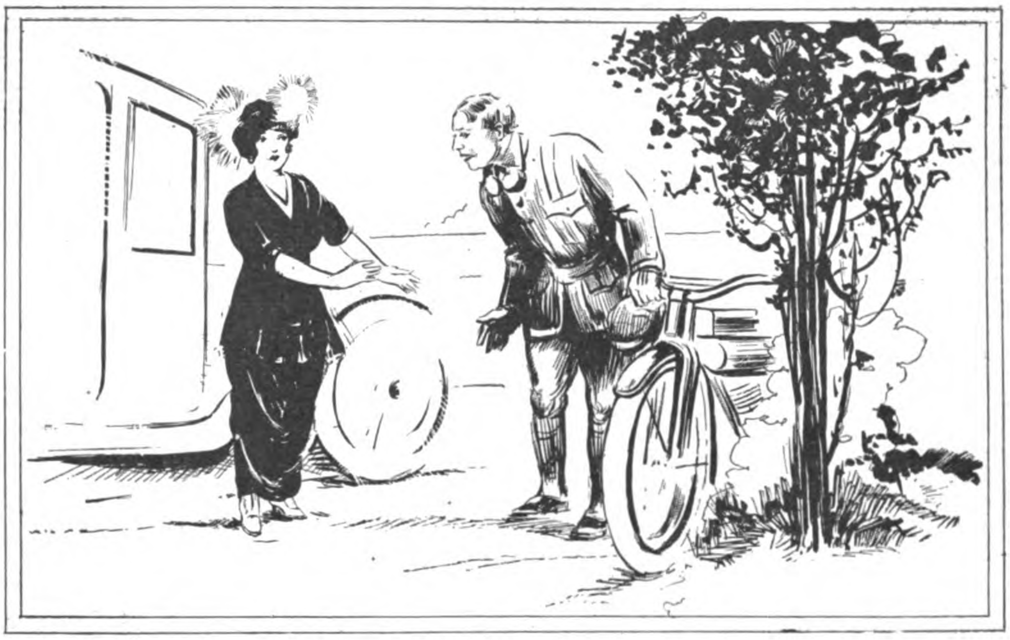
Playing Tag for Big Stakes.

How it would have eventually terminated if it hadn't abruptly changed to a game of tag isn't material. Unexpectedly, the machine ahead went spinning into a side street. The olive-tinted scoundrel looked obliquely back, and took one hand off his wheel long enough to shake his fist. Mr. Lannigan imperturbably guided me around the corner after him, careened at an angle of forty-five degrees.

The auto highwayman sprinted, and almost knocked a corner off the next curb, but I clung to the road like a leech, panting. And I rather thought I would get the best of this dodging and doubling business. I could come about quicker than my bigger, more unwieldy adversary, and in a smaller compass, and besides I knew it was easy for Mr. Lannigan to direct me.

But the trouble was I counted on Mr. Lannigan to do his part superhumanly. The reckless auto driver in front knew the neighborhood. He knew every cross-cut and alley of it, and took advantage of his knowledge. My master was new in those parts, as was I. The time came when he brought me down to a purring, reluctant halt, a little bewildered and not knowing which fork of the road to take. I could do naught but whine at my leash, as puzzled as he. The bandit of the boulevard had given us the slip. I was so badly broken up I could have slopped over my gasoline tank.

I knew Mr. Lannigan couldn't keep down a sense of shame that he would have to return to the looted girl and admit defeat. It pricked his man pride on the raw. Yet he gamely swung me about, got his bearings again, and began the trip back by a totally different route. He must have known that I would appreciate the shade for he guided me into the gutter, and we proceeded leisurely in the shadows of some stately old elms. That's what I meant when I called him an intelligent master.


"If I Can Be of Any Assistance—' He Began."

On the Trail Again.

I had taken him about five blocks when I had the sensation of stepping on a tack. All the air rushed out of my lungs. Coming toward us was a long, low, rakish gray machine, built not unlike a torpedo! I cursed the god of the factories that hadn't seen fit to equip me with a tongue that would cry out a warning. But my master must have seen, too. I'll wager it made him blink behind his goggles. I had not the slightest germ of a plan what to do. But I ground out a painful solution of what had happened. The continual twisting had flung the gray torpedo far out of its course. Now it was returning to its stamping ground. As yet the thief evidently did not know he had stumbled upon us.

The weight on my back lifted, and I realized that my master had a scheme. Next thing he lugged me behind a giant tree. Together we peered around the bark, and watched the bandit go by, a long and slender, excessively foreign cigarette between his white teeth. The fellow was taking his outrage cooly enough, confident of his security.

At first, I thought my master was displaying a yellow streak in not denouncing him, and I throbbed in indignation. But a little sensible thought on the matter was reasuring. Mr. Lannigan didn't denounce the bandit of the boulevard then and there because he had no hankering to gape into the black bore of that wicked little revolver, perhaps even have me stolen from him. His plan was more subtle. It was simply to take up the train again, track the rascal to his lair, and have the police round up the whole mob.

What followed proved that I was right. Again he was on my back, and I was crawling along after the gray torpedo. After awhile I saw the long gray streak turn into a rutty farmyard and the bandit of the boulevard bounced about on his cushioned seat like a gangling manikin.

Close to the Fugitive.

My master immediately took to the woods. At first I thought he was going to ditch me, so that I would miss the rest of the little affair. But he carefully pushed me along, and kept me with him. I guess he wanted his trusty mount close at hand in case of a quick getaway—more chauffeurs' argot. We hid ourselves in the nick of time, too. The modern Claude Duval was standing up and looking back. Apparently he was satisfied, for presently he hopped out of the dirt-encrusted racer and disappeared through the kitchen screen door. I distinctly heard it bang.

From the edge of the woods I had an excellent view of all that followed. My master had the forethought to break himself a stout cudgel, trimming the twigs with his claspknife. That weapon would even up the odd slightly. Then he took a deep breath, and scuttled across the rutty road, leaving me leaning lifelessly against a tree. He dropped to all fours below the kitchen window, and then slowly he raised himself to peer within.

The angle was such that at first he couldn't have seen much save the ceiling; then the wall opposite, the upright boiler and the black stove. After that came a pine table covered with a red cloth and strewn with thick china. Of course, Mr. Lannigan was hungry himself, and his mouth must have smacked at the sight of all that iced tea, cold chicken, bread and country milk.

The Time for a Show-Down.

Before the humble board sat the lone bandit, his dusty coat still on, gorging himself. There was no one else in the room. It was possible that the thief was merely stopping off here for a mid-day repast. But his familiarity with the neighborhood seemed to preclude that. This, then, was his headquarters. It might even be that his parents were respectable toilers of the soil. I felt sorry for them.

All the above I saw, and more. I saw my master creep around to the screen door and enter it as noiselessly as a foraging cat. Instantly I divined that he meant to tackle the fellow from behind. But the flimsy door squeaked, betraying him. The rascal at the table pushed back, and was on his feet with a strange oath. At sight of the intruder his finely-marked eyebrows went up an inch.

The air was very still, so I heard all the conversation that ensued.

My master, seeing that dissembling was useless, strode forward, club clutched grimly. "The jig's up, count," he said casually, remembering what detectives of fiction always said in similar emergencies. "You know what I've come for—the young lady's rings!"

At once the other was all suavity. "Ah, that!" I had heard a foreign mechanic at the garage talk with a like accent. "Then you observed? It was amusing! Sit down, pray, and I will tell you about it—the inside facts."

"I saw enough to jail you!"

The "Count's" Remarkable Story.

The foreigner didn't seem offended. "But, my impetuous young cavalier, wait!" he said patiently, lifting an effeminate hand in gentle protest. "Doubtless you thought you were looking on at the robbery of a blameless young woman. Naturally your choler rose. But as a matter of international diplomatic record that woman back yonder is none other than the notorious Yvonne Rembrandt, one of the most feared adventuresses in all Europe!"

"Small cause for you to rob her on a public thoroughfare in America!" Mr. Lannigan found it difficult to keep the sneer out of his voice.

"Of this signet ring simply," declared the sallow-cheeked chap indulgently, fishing in a vest cut so high he scarcely needed to wear a collar. He held up a heavily carved circlet of gold between delicate thumb and forefinger. "If you care to examine it closely you will observe the royal crest of Stassburg, reversed. It is used to seal all official documents. You can readily realize the menace of this ring in the hands of an enemy."

Mr. Lannigan Is Mystified.

The other continued his remarkable recital easily, convincingly. "At home there is a weak prime minister—let him be nameless—whom this same Yvonne twisted about her little finger, so! She cooed to him that she wanted the ring in exchange for her love. And the old fool did her bidding! That was six months ago. Our secret agents offered to buy. She wouldn't sell. I was commissioned to follow her to America and recover it at any cost. Force was the sole way. But the rest—you have observed? Pouf! it was nothing to do for one's country."

"Is that all you took?" reluctantly.

The gentleman bandit spread his arms wide. "You may search me!" he offered eagerly.

My master was backing sheepishly off, conviction patent on his honest, open features. He mumbled something about getting along that was in verity an apology. He even dropped his cudgel. Then from the region above someone called, "Henri!" The audacious diplomat from overseas shouted that he was coming. I pricked up my hearing and sight. If he should hesitate—But he didn't. He bowed gracefully and left the kitchen.

How the Fowl Disappeared.

But my cheated master didn't relish returning from his wild goose chase empty-handed. I wondered if he couldn't even steal a pint or so of gasoline for my own tank. He was ravenously hungry, and that fat carcass of luscious chicken on the table was too tempting. Besides, it seemed that the foreigner had put bad notions into my young master's head. Just now he wasn't above a certain sort of thievery himself.

I plainly saw him surreptitiously stuff the plump and basted fowl into his jacket, making it bulge lop-sidedly. Then he took his departure by the screen door. But he didn't loiter. If Henri came back and found his lunch confiscated there was liable to be ructions. Mr. Lannigan came straight toward me. I could but wait until he sent all my being quivering by his magic touch.

Soon I was taking him chugging away about his business. No hue and cry was raised from the farmhouse. It looked as if the adventure was over and that my master could put me through my paces in peace. Remained but a few words with the girl, disillusioned, bitter words. I heard him muttering that he had never been closer to an adventuress before than the pages of a magazine. Neither of us knew they waxed proficient so young, or sported dimples. She wasn't hard and cold. As a professional vampire she just didn't vamp.

Nothing happened until I got him back on the boulevard. Then I espied the electric in the gutter of the wide highway. The girl's face was buried in a lace trifle, but then all women were actresses. I hadn't been in the show window two days before I heard that much. He was off me like a cop hustling to read a license plate, and I knew he wasn't going to be harsh with her. He leaned me against a handy hydrant.

Settling With the Adventuress.

"Ahem!" he began, clearing his throat. "Henri says the king of Stassburg asked him to hold you up!"

The girl's eyes looked over the flimsy handkerchief frankly puzzled, but that sly trick of keeping the rest of her face hidden didn't even get by a fledgling like me. "What—what——!" Then in swift alarm: "Oh, you let him escape!"

That seemed to be a slur on my speed, and I was anxious until Mr. Lannigan vindicated me of loafing.

"He gave me a truthful alibi," said my master, meaningly.

But she was as slow to ignite to the real truth as a motor minus gas. "You must tell me instantly what he said, what lies! He said he knew me? Impossible! I never saw the creature in my life before."

Bit by bit she got him to tell his story—and Henri's. "And you believed him!" she breathed at the conclusion softly. "Why, I can easily prove my identity, my American parentage! Papa's in Wall street. You believed that clever scoundrel! How could you?"

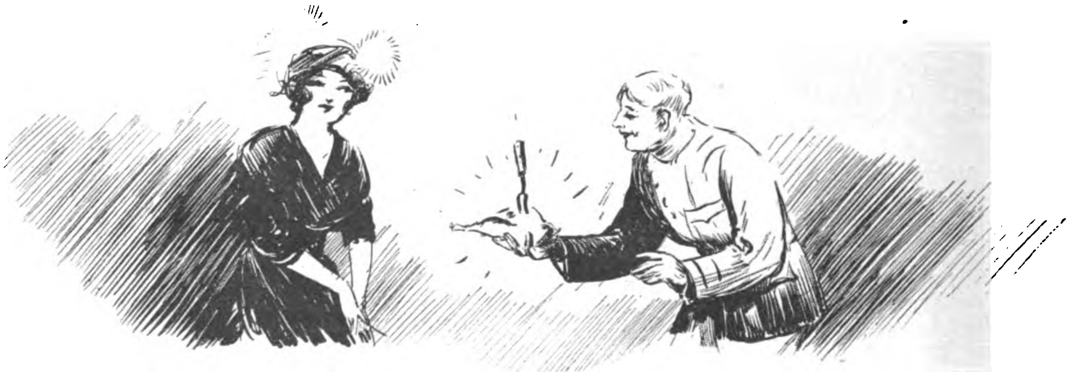
Mr. Lannigan smiled. "No, miss, I didn't believe a word he uttered," he said astonishingly, dwelving for his chicken. I wasn't up on manners then, but it seemed to me he was making a mistake fetching out that bird. "You see, when I entered that kitchen I saw him trying to hide some trinkets."

An Invitation to Lunch.

The stock broker's daughter was all on edge. "You have them—my rings, bracelets, necklace, watch, and mesh bag?"

Mr. Larry Lannigan held up the half of purloined chicken triumphantly. "Shall we have lunch together?" he proposed enigmatically. "But I shouldn't advise you to eat the dressing. I shouldn't wonder but what it's composed of the very ingredients you've named! Just inside the breast is where Henri hid his plunder!"

My! but I was proud of my master then! I swelled so with the emotion that I nearly burst my pneumatic tires. And I decided that being a good dependable motorcycle was just about the finest thing in the world.

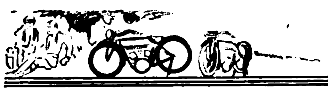


A HAVERHILL SQUAD

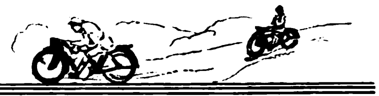
HAVERHILL, Mass., has a lively squad of riders who make the most of the good roads in their vicinity, and the enthusiasts who appear in the accompanying layout were snapped when they were about to start on a recent jaunt. It will be noted that several ladies are included in the party as passengers.

THE INSIDE STORY OF A SUCCESSFUL BUSINESS

Not All Motorcycle Dealers Find Such Fertile Territory as That in Which Barr Operates, but It Is Safe to Assume That the Policies He Has Pursued Would Be Proportionately Fruitful Wherever Applied. His Progress Has Been Featured by Persistent Work and Long Hours and by a Spirit of Optimism Which Even the Disastrous Floods of 1913 Could Not Submerge.



By Fred J. Barr, Davenport, Iowa.



ONE of the most interesting articles for trade men in general no doubt is one which tells how an individual agent has succeeded in building up a satisfactory business, and on this basis I hope to interest the wide-awake chaps who read MOTORCYCLE ILLUSTRATED. It is not the easiest thing in the world to deal with such a subject, which of necessity has so many ramifications, but I believe I have some information worth passing along.

In the first place, I should state that I have been riding motorcycles of various makes for the last nine years, and that I have been brought up, so to speak, with the motorcycle industry. For the last eleven years I have conducted a distributing and advertising agency in the Tri Cities, having lived in Davenport, Ia., all my life, and I have consequently become well acquainted in the Tri Cities. Two years ago last November I decided that there was an opening for another motorcycle garage in my territory, and naturally I looked about for a machine to handle which would give me returns. I made several trips of inspection and finally decided to enter into a contract with the Flying Merkel folks.

Accordingly, in the fall of 1911 I ordered fifty Flying Merkels after having obtained territory including five counties, the principal cities, of course, being Davenport, Rock Island and Moline, Ill.

Making a Modest Start

I started my motorcycle business in my regular storeroom which I formerly occupied at 218 East Third street, a block and a half off the main thoroughfare running north and south, and on the main street extending east and west, the latter being Third street. My first idea was to sell nothing but motorcycles, and I did not intend to operate a repair shop, but I soon decided that I could not give my patrons first-class service without being prepared to take care of their mechanical and accessory needs. The Flying Merkel met with a cordial welcome. Several other dealers had attempted to stir up interest in the Tri Cities, but they did not seem to believe in the future of the motorcycle, and as a result I soon had a good following. About two weeks after receiving my first machine I sold it, making a comfortable profit and feeling more and more enthusiastic over the outlook.

About this time I decided to open up a small shop where I could sell supplies and do repairing in addition to handling my motorcycle sales. The second, third and fourth machines came on and were disposed of, and our supply business also began to boom. Every time we sold a machine we kept the rider in mind and gave him every possible service. We always had a warm welcome for a patron or a prospective patron, even though he was not at the moment prepared to spend money, and if he was in trouble we did our best to help him out.

Long Hours but Good Business

We kept our shop open from 7 o'clock in the morning until any old time in the evening during the season of 1912, and were successful in selling 100 Flying Merkels in our retail store. We handled one other make of machine which we took on about the middle of the summer, and sold three of these machines.

It may be well to state at this point that I started my motorcycle business with an investment of less than $2,000, and at the end of the first season I found that there was an encouraging surplus in the treasury. We had also founded a permanent business and made many friends. Along toward the month of June, 1912, I was persuaded to carry a few sample models of bicycles of the Flying Merkel line, and during the remainder of the season we sold 150 of these machines. At the close of the season it became necessary for us to move into larger quarters, and we obtained a location nearby, at 208-10 East Third street. There we entered upon our 1913 business, carrying four makes of motorcycles in all. We obtained the state agency for the Merkel in Iowa, with the exception of ten counties, mostly on the western border of the State, and we contracted for 250 of these machines to meet the 1913 demands. I really believe we could have sold 500 of the machines if if we could have got them at just the right time.

Fred J. Barr.

We were up against a number of difficulties in 1913. The floods, for example, interfered with the factory operations; many persons were left homeless and money was a trifle tight. Shipments were also hampered, and all this came just at the most critical time of the year for a motorcycle dealer. We received about 75 per cent. of our machines during 1913 by express, and this was a hardship, as they cost us about $10 apiece for transportation. Nevertheless we sold more than 100 Merkels, and 22 machines of other makes which we delivered in our retail territory—Davenport, Rock Island and Moline—during 1913. We also sold throughout the State of Iowa between 250 and 300 machines.

Another Call for More Room

We carried a very large stock of motorcycle supplies and bicycles and their accessories. Again we found that our quarters were too small and we took a lease on a large garage (which we now occupy) which was formerly used by an automobile company. We are now located at 125 East Third street, our establishment being shown in the accompanying photograph. We have a floor space 50 by 150 feet, and use three entrances.

We are entering upon the 1914 season with more enthusiasm than ever, for we are convinced that this year will break records. We have already delivered a number of 1914 models. We are still state distributors for the Flying Merkel, and we are doing good business with the Harley-Davidson line in Davenport, Rock Island and Moline. We will handle only these two makes for 1914, as we believe in this way we can give our patrons better service, generally speaking.

So much for the manner in which our business has been built up from nothing to very satisfactory proportions. Now let us consider some of the policies which have contributed to our success.

Assets of the Dealer

One of our most carefully-observed rules provides that our store shall look clean and neat at all times, and that our salesmen and the staff in general must cultivate a good appearance and courteous deportment. We employ the best repairmen we can obtain, and we train them to be always considerate of the interests of our patrons. Our men are always willing to assist a rider in any way possible. This applies not only to occasions when the patron is paying for service, but also to the times when he drops in for a little ordinary advice. If we can help him, we do it—and do it with a smile. There's a good deal in that.

Every one of our employees owns and rides a motorcycle, and I ride one myself. Our shop is open late in the evening and all day on Sunday, and we find that this is a good arrangement. Some dealers have their places

FRED J. BARR. GARAGE
127
BARR &
FISH and OYSTE

Barr Motorcycle Establishment; the Genial Fred is Seen at the Left.

of business closed just when riders happen along and need their service most.

Service and personality are the two greatest factors in a successful motorcycle business; the first can be built up by careful attention, and the second can at least be improved by constant courtesy and generous co-operation.

We also carry a line of the smaller automobile accessories and this brings a good many people to our store from outlying districts. They often go forth as boosters for our motorcycle lines. We mix with our riders and have representatives in all the races hereabouts. We promoted two races ourselves last summer, and while we did not come out ahead financially, we feel that they were excellent boosts for the general motorcycle game. We believe that these races were good investments, and that many other dealers would come to the same conclusion if they tried the scheme.

Co-Operating with the Clubs

We participate in all the club runs and contribute liberally to the local club, because we believe the boys who help to breed enthusiasm in any city are deserving of the dealer's help. We have a membership of more than seventy in the Tri City M. C., and hope to double this in the Spring. My advice to dealers is to get in the game not only financially, but personally and with enthusiasm. Then you will be able to believe what they preach—and preach all the better as a result. Above all things, don't follow the old-fashioned custom of knocking a competitor, for it is becoming truer every day that "every knock is a boost." Play your own game and stick to it: that's the best policy.

We trade in second-hand machines of all makes, and if this is done properly it can be made a most important feature of a motorcycle business. We also carry a full line of parts for the machines we handle—another very good system. Being able to give a rider a small part *when he wants it* is the finest kind of business.

We advertise in the local papers, and each year we give a theatre party in which all the motorcycle riders are welcome. On January 17 last we had our formal 1914 opening, and during the evening we entertained about 100 riders; there was also a big run on the carnations which were handed out to the ladies. Oh, yea, the ladies were there, and they make very good boosters once they become interested. Don't overlook them.

To sum up, let me say that a good motorcycle business can be built up only by constant attention and along sound trade lines, but any wideawake dealer can work wonders if he buckles down and keeps his eyes open. The first requisite is to jump in with your sleeves rolled up and then—keep on jumping.

DERKUM'S MACHINE DISPLAYED

Pasadena, Cal., Jan. 16.—During the Automobile Show which just closed here, Margadant Bros., Indian agents, exhibited the 7 h. Indian ridden by Paul Derkum, in the San Diego to Phoenix road race of 441 miles.

The machine was one of the biggest attractions in the show. Several thousand persons inspected it and asked hundreds of questions regarding Derkum's ride. Many automobilists who have been over the route followed by Derkum in his record breaking ride, could hardly believe that a motorcycle had negotiated the many miles of desert sand, and they found it especially hard to believe that Derkum had made better time than a dozen racing automobiles over the same road.

PLANS FOR ANNUAL INVINCIBLE RUN

Hudson River Route Has Been Selected for Third Annual Spring Run of the Invincible Motorcycle Club, of Brooklyn, and the Event is Slated for Sunday, May 3.

RIDERS of the Metropolitan district and adjacent territory will be interested in the announcement of the third annual spring run of the Invincible Motorcycle Club, of 78 Herkimer street, Brooklyn. This event has come to be one of the most popular of its kind in New York and vicinity and is participated in by many out-of-town riders in addition to the local enthusiasts.

The run is slated for Sunday, May 3, but F. A. M. sanctions will be obtained for both May 3 and May 10, thus making it possible to postpone the trip one week in case of rain on May 3. The start will be made from Columbus Circle, and en route to Newburgh the contestants will pass through Yonkers, Dobb's Ferry Tarrytown, Nyack, Congers, Haverstraw, Southfield, Central Valley and Highland Falls. For the return run the course leads through Fishkill Landing, Fishkill Village, Stormville, Carmel, Briarcliff, Ardsley, Dobb's Ferry and Yonkers. The distance to be covered is 170 miles. About four hours' riding time will be allowed for each half of the run, with ample allowance for the two ferries. Three-quarters of the course is said to be of good macadam.

The entry fee will be $2 and post entries are fixed at $3. In this respect the club announces that the extra charge for post entries will be strictly adhered to. F. A. M. members only are eligible. Handsome gold-filled medals will be awarded to all riders (F. A. M.) who check in on time at Newburgh and Columbus Circle. No other time checks will be taken, except in checking out at Columbus Circle and Fishkill Village. A valuable trophy will be given to the team of five riding one make of machine and having the most members winning medals. The F. A. M. club having the largest number of survivors receiving medals will also receive a trophy. Entry blanks will be ready April 1.

OHIO'S IMPROVED ROADS

State Highway Commissioner J. R. Marker, of Ohio, has completed a report of the road mileage in the Buckeye State, showing that there are 93,015 miles. This canvass was made to ascertain the mileage which would be dragged under the recent law enacted by the Ohio legislature. In gathering this information the highway commissioner found that 11,015 miles were included in streets and roads within the limits of incorporated cities and villages. Outside of municipalities there is approximately 82,000 miles of roads, which will be dragged by the township trustees.

Counting the most recent road improvement it is reported that 34 per cent. of the mileage is improved. Ohio now stands third in the list of States having more than 15 per cent. of its road mileage improved. The standing of some other States is: Rhode Island, 49.14 per cent.; Massachusetts, 49 per cent.; Ohio, 34 per cent.; Connecticut, 24.08 per cent.; New Jersey, 27.76 per cent.; Kentucky, 18.82 per cent.; California, 17.87 per cent.; Wisconsin, 16.64 per cent., and New York, 16.13 per cent.

By TANDEM from DETROIT to YELLOWSTONE PARK

By MR. & MRS. A. A. WELLMAN

ORIGINALLY we had planned to make a motorcycle tandem trip from our home city, Detroit, to Yellowstone National Park and return, but before starting we decided that we would like to visit friends in Canada. As this would also make it possible to see Niagara Falls, and thus visit two of America's greatest natural features on one trip, we changed our plans and instead of going westward from Detroit we turned our machine toward the Atlantic.

Like many other riders who have used tandem attachments for town trips and on short tours, we were a trifle uncertain as to how the rear seat would meet our requirements on a long, hard journey, but we must say that it stood the test admirably. Our Fentress-Newton tandem received many a rough jolt on the cross-country trip, but its sturdiness seemed proof against all the strains imposed upon it, and its resiliency was a source of constant satisfaction. We were not on the road long before we were fully convinced that tandem riding on a long tour is just as enjoyable as on a short trip, if the occupant of the rear seat simply makes the most of conditions as they arise.

The start was made on August 5, and after ferrying to Windsor, Ontario, we obtained a Canadian motorcycle license. I should have said that clearance papers were also procured from the United States customs officers before leaving Detroit. A three-dollar fee was charged for the motorcycle license, and in addition to this we were called upon to pay ten dollars for a broker's bond. On our return to the States the bond was cancelled and seven of the ten dollars refunded.

On Canadian Soil

While in the Dominion we visited at Essex, Combes and London. The roads in the vicinity of these towns were of gravel and traveling was altogether pleasant, despite the many hills. Hills really add to the pleasure of riding when you have a machine that can climb them all—and our Emblem did not wince at the steepest. There was no change in the condition of the roads until we had left Woodstock, when they became sandy and of soft gravel. The hills in this section were very steep. About eight miles out of Hamilton there was a noticeable improvement in the roads, and before long we were riding on oiled surfaces, which was much the same as traveling over a hard-wood floor. The Canadian authorities are rapidly improving their roads in this section.

Nearing Niagara Falls we took the wrong road and went about fifteen miles out of our course. We would not complain about getting lost occasionally if these extra stretches would reveal some good scenery—we would go almost anywhere for a bit of rare landscape—but the trouble is that the only revelation we got in this instance was of a new type of road. No, we should not say new—this road wasn't. As a matter of fact, it was not a road at all—just a sand bed. Finally we came to Lewiston Bridge, where we had our bonds canceled. A toll of ten cents for each person is charged to cross the bridge to the New York side, where the customs officers relieved us of our clearance papers.

DETROIT TO PACIFIC COAST
Emblem

Mr. and Mrs. Wellman Ready to Start Their Long Trip

Welcomed at Angola

We obtained directions regarding the route to Niagara Falls, and en route we encountered the Lewiston Hill. This was our first real hill-climb of the trip and it kept both of us guessing until we reached the top. After a pleasant stay at the Falls we rode to Buffalo, over a fine brick boulevard. We remained there two nights and a day and then started for Angola. Our Emblem wanted to visit its birthplace. On arriving there we were cordially welcomed and entertained by the office staff, including W. G. Shack and M. E. Gale, the latter taking us for a ride on his side-by-side "sociable" Emblem.

During our stay in Angola Mr. Shack had expert mechanics look over our machine, and they reported that it was in condition to make the long trip ahead of it. We left Angola about 5 o'clock on the evening of August 23, escorted by a delegation of Angola riders. They rode with us about twenty miles and after bidding them farewell we sought accommodations at Sheridan, N. Y.

Meals in Three States

A blow-out in the rear tire, which occurred during the day, became so bad that it was necessary to put on the extra shoe that we had been carrying on the handlebars. An unusual feature of our experience on the next day was that our three meals were eaten in three different states. We had breakfast before leaving Sheridan, dinner in Fairview, Pa., and supper in Elyria, Ohio. Probably many other riders have done the same thing, but the incident was not the less interesting on that account.

With the exception of a few sand spots, the roads were in fine condition. The worst stretch was found just west of Cleveland, where the road was both rough and sandy. We continued without incident through Toledo and Chicago, over fairly good roads, which condition also was noted on the run from Chicago to **Cedar Rapids.** From Cedar Rapids to **Des Moines,** however, we struck a good deal of **dust and sand.**

Over the Hilly Platt River Route

From Des Moines to Omaha the roads were fine and we made good time. Our motor was working splendidly—just getting limbered up, so to speak. It was fortunate that it was in such good condition, because after leaving Omaha we needed every bit of power that the motor could produce.

We were now riding along the Platt River route For riders who are familiar with the district that bare statement is enough, perhaps, but for the benefit of those who have never toured the district I may add that it is far from an easy matter to ride a motorcycle over the Platt River road. It is simply up one hill and down another, with sand beds in the valley and rocks and boulders on the hills. During this stretch many spokes were broken in the rear wheel, but we had no other trouble. After this run we were thoroughly convinced that nothing short of a bad accident could stop the Emblem motor.

Where Riding Was Rough

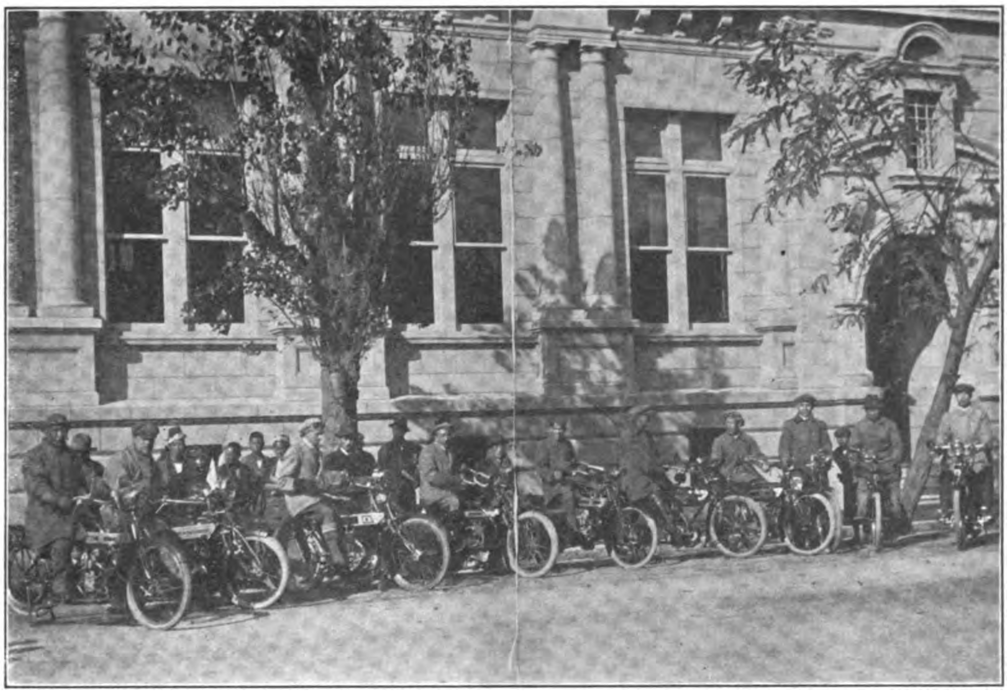
Going out of North Platte we left the River road, but our course continued through rolling country. In places the road was little more than a wagon trail and progress was slow. At Cheyenne, Wyo., we left the main road and struck out across the sagebrush country to Douglass. This is on the North Platte river, and traveling is made unpleasant by the rough condition of the land. As one goes farther west the country grows still rougher until riding becomes a constant endurance test.

It was especially hard riding through Casper and Shoshone to Basin, Wyo. This is the section known as the foothills of the Rockies, and every motorcyclist with any knowledge of the country knows that it is impossible to ride a whole day without feeling saddle-worn. We were not exceptions. When night came we wanted a good meal and a good night's rest. Mrs. Williams was less affected by the hard riding than I. She had been brought up on a ranch in Montana and said that it was easier to ride the hills on a motorcycle than on horseback. My arms were sore and almost numb from holding onto the handlebars and twisting the machine around rocks and washouts.

At the Home of Buffalo Bill

It might seem from the last paragraph that we had become discouraged—but far from it. One has to expect a certain amount of hardship on such a trip—if he doesn't he will probably be disappointed. We were fast drawing near the end of our westward trip, and this fact served to cheer us up. We passed through Cody, Wyo., the home of Buffalo Bill It is typical of western towns and we had an enjoyable visit there. It is needless to say that we saw the residence of the famous westerner.

It was not long after leaving Cody that we reached the east gate of Yellowstone Park, but we were not allowed to bring our motorcycle into the great national resort. Instead, we rode donkeys, or burros, as they are called in the West. This mode of travel is slow, but to us it was especially so as we were accustomed to our motorcycle. We traveled about the Park for ten days, during which time we saw many of its wonders. Nature has dealt very generously with this part of the country.



Members of the Recently-Organized Motorcycle Club in Kobe, Japan. J. W. Donald Is Secretary.

In the Saddle Again

If we were to describe all that we saw during our stay in Yellowstone Park the editor would have to increase the size of MOTORCYCLE ILLUSTRATED, but most readers already know as much about the Park as they can learn from reading, and to really understand how wonderful it is they must go there themselves.

Ten days went by quickly and almost before we knew it it was time to start on the homeward trip. Before taking to the trail we made a few repairs on the machine. We packed the bearings in the hubs and brake, and replaced the discs in the clutch. The old discs had worn as thin as paper, but when last used they were still holding well. We did not think it wise to start the trip with the discs in such condition, and it was an easy matter to replace them as we had the extra ones with us.

We left the east gate of the Park on September 20, riding through Cody to Basin, where we stopped overnight. It was quite different from the ten nights we had spent in the midst of Nature's wonders. The next day, just after leaving Casper, we got on the wrong trail and after riding through sand and sagebrush for more than half a day our motor began to act queerly. Every few seconds it would jump and Mrs. Williams said she supposed it had been traveling in the sagebrush country so long that it had learned to run like a rabbit.

Trouble with the Magneto

An investigation showed the trouble to be in the magneto. The points had worn away and were thus too far apart. We lost only about thirty minutes in making adjustments. It may be well to mention here that the trouble with the magneto constituted the entire mechanical trouble of the trip. When it is considered that we rode more than four thousand miles, meeting with all kinds of obstacles, the Emblem's performance will be seen to have been particularly creditable.

As already stated, we wandered about more than a half a day as a result of taking the wrong road, and at the end of our wanderings we found ourselves at Medicine Bow, where we stayed overnight. We were again on the trail at sunrise the following morning. At times during the day we were forced to follow a cow trail, which afforded better riding than the so-called roads. We passed through Laramie to Cheyenne, where we stayed over for a day, taking a much needed rest.

A Bad Stretch Near Detroit

When we again took to the road we were feeling quite fit, and that day we made good time to Big Springs, Neb. The weather was very dry and the roads were dusty, which served to impede progress. We were not pressed for time and accordingly did not overwork ourselves where the road conditions were not good. The roads became better as we neared Chicago, and from that city to Toledo we had fine going. While in Toledo we stopped off at a motorcycle shop and inquired as to the best route to Detroit, and were told that if we were wise we would go by boat.

We did not go by boat, but soon learned that the fellow who gave us the advice knew what he was talking about. The roads were simply "fierce" to Flat Rock, Mich., but we reached Detroit with our motor running as well as ever. The valve-cable wire was broken and a number of the spokes in the rear wheel were broken, but these were of minor importance.

The trip undoubtedly did us both a great deal of good. I lost four pounds and my wife gained two. Our 8 h. p. Emblem was equipped with 2¾-inch Goodyear tires (we also carried and had occasion to use an extra tire, 3 by 29); Eclipse multiple disc and Eclipse clutch brake, Prest-O-Lite tank, Columbia lamp, Corbin-Brown speedometer and Fentress-Newton tandem. We are now planning another long tandem trip, which will take us through the "Bad Lands" of Montana, my wife's old home.

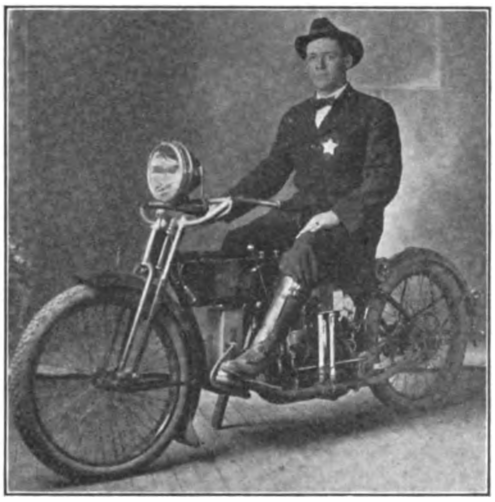
A GOOD ROADS COUNTY

An effort is being made to make Milwaukee County, Wis., the banner county of the state as regards good roads.

With the Manufacturers

THE DEPENDABLE NEW-LITE OUTFIT

There are two points of interest in the accompanying photo: the New-Lite electrical lighting system with which the motorcycle is equipped, and the fact that the deputy sheriff who is seen in the saddle uses the machine regularly in connection with his duties. The officer is employed in an Iowa county where the roads are none too good, but he finds that the New-Lite outfit stands up admirably under the hard service. The machine in the picture is equipped with the latest New-Lite electric magnetic cut-out, voltage regulator and storage battery. It is also fitted with the company's new "dimmer," which is designed to reduce the intensity of the headlight when riding within city limits. It is also credited with cutting down the discharge of the battery while the machine is standing at the curb.



THE V-RAY "MIKA" SPARK PLUG

The latest product of the V-Ray Co., Marshalltown, Iowa, is the "Mika" spark plug, which is referred to as a worthy running mate for the firm's well-known porcelain plug. It is claimed that a special process renders the Mika plug distinctly different from and considerably more durable than the ordinary mica spark plug. The mica plug has been looked upon with some skepticism in the past because of its tendency to soak oil and disintegrate under excessive heat.

The V-Ray folks state that their Mika plug is impervious to oil and is not affected by heat. The plug has undergone exhaustive tests to prove that it will meet these exacting requirements, and the company is fully satisfied with it. The V-Ray company will confine its line to the new Mika plug and its regular porcelain types. A sectional view of the Mika is shown herewith. The core interchanges with the mica-lava plug formerly made by the V-Ray company, and which has been abandoned owing to the success of the new Mika product.

STILL GROWING

After being in its former location at 116 Broad street, New York City, for only a few months, the Herbert F. L. Funke Company, has been forced to seek larger quarters and is now located on the fifth floor of the same building (116 Broad street) where its floor capacity has been greatly increased. The Funke Company has the exclusive agency in this country for the well-known Coventry chains.

CHOOSING A FACTORY SITE

Representatives of the Midgely Tire & Rubber Company recently visited Columbus, Ohio, to look over probable sites for the location of the company's plant. The new tire firm was organized by Pittsburgh men and it is planned to have the factory in either Pittsburgh or Columbus. It is incorporated under the laws of West Virginia with a capital stock of $500,000.

NEW MOTORCYCLE KLAXON

A new Klaxon horn for motorcycles is announced by the Lovell-McConnell Manufacturing Company, of Newark, N. J., makers of the Klaxon line of standard automobile horns. The former model for motorcycle use did not come up to the company's high standard, and an investigation showed that the trouble was due to the necessity of carrying batteries. In the new motorcycle, Klaxon, all of the difficulties have been overcome and the Newark company guarantees absolute satisfaction, claiming that its horn will outlive the average motorcycle.

The usual Klaxon principle of operation is employed: a steel diaphragm set in violent vibration by a rapidly revolving wheel having specially designed cam faces. The wheel is rotated by a train of multiplying gears. Simplicity of operation is one of the chief features of the motorcycle Klaxon, it being necessary only to press the plunger knob on the handlebars. The horn, which is shown attached to a motorcycle and also in detail in the accompanying photographs retails at $10.

AN INSTRUCTIVE BOOKLET

A new Hendee booklet, fresh from the press, deals fully with the operation and maintenance of Indian motorcycles and tells the rider everything he will need to know about the simple requirements for keeping the Wigwam product up to maximum efficiency. The book is illustrated with numerous diagrams and is so departmentized that information on any subject relating to the 1914 models can be located readily. A copy of the book will be enclosed in the tool box of every 1914 Indian machine, but if you have not yet bought your new mount you are invited to write for the book. It is well worth the slight trouble incident to sending for it.

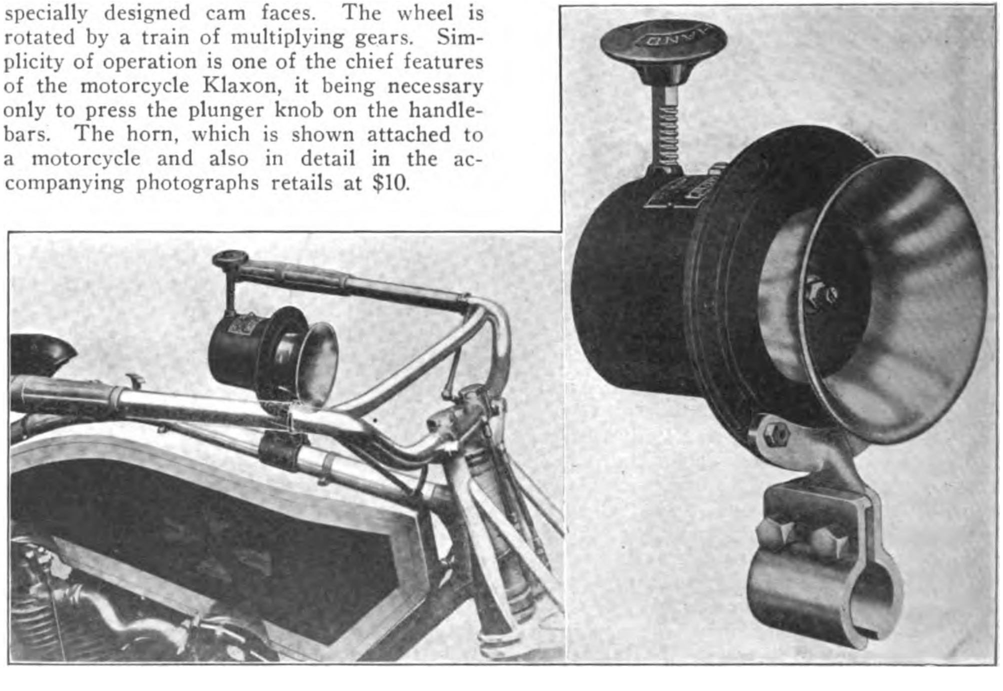
E. & C. FOOTRESTS

In the advertisement of the E. & C. Manufacturing Company, 1716 Ludlow avenue, Philadelphia, Pa., appearing in the last issue, E. & C. folding footrests were quoted at $1.60. The model "A" footrest, which is adaptable for use on Indian and Pope machines only, sells for $1.60, but model "B," which is made especially for Excelsior and Harley-Davidson machines, and is suitable for use on any rigid frame motorcycle, sells for $1.75.

The E. & C. company claims that the model "B" is the only folding footrest that will hold firmly on Harley-Davidson and Excelsior machines. Extra clamps are used on this footrest, making it impossible to slip.

FIRESTONE DIVIDEND

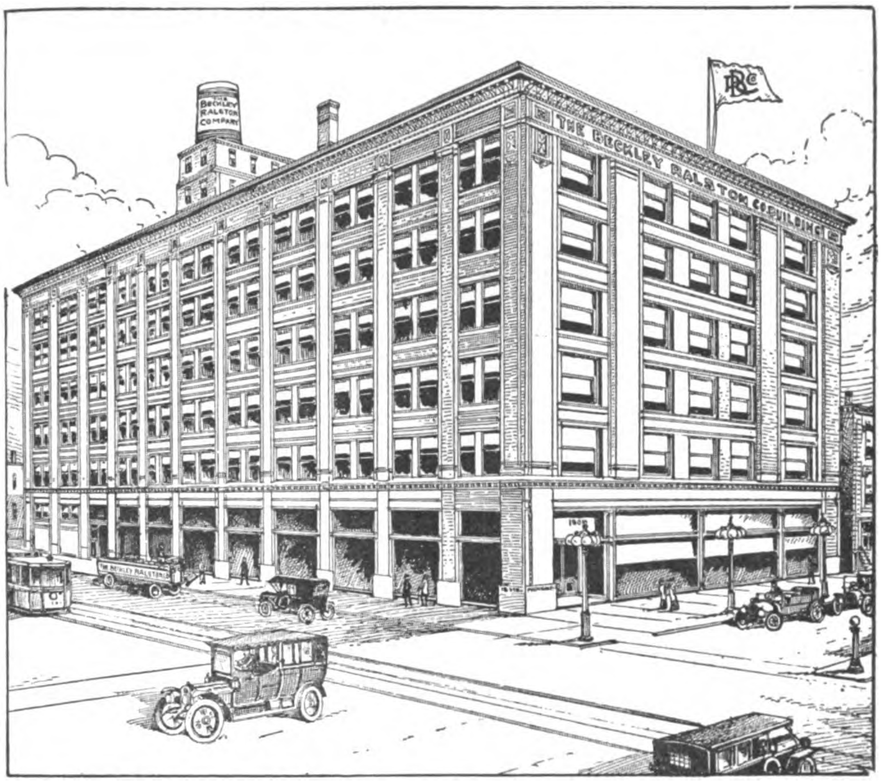
The Firestone Tire and Rubber Company, of Akron, Ohio, recently declared its annual dividend of 1¾ per cent. on the preferred stock, and 2 per cent. on the common stock.



The New Motorcycle Klaxon. Note Neat Method of Attaching to Machine. Item Above.

EXTENSIVE BECKLEY-RALSTON EXHIBIT IN NEW BUILDING

Chicago Company Utilized 10,000 Square Feet of Floor Space and Found Business Brisk



Imposing New Headquarters of the Beckley-Ralston Company in Chicago.

DURING the week of the Chicago Automobile show the Beckley-Ralston Mfg. Co. held an independent display of its wares in its new building at Eighteenth street and Michigan avenue, where 10,000 square feet of floor space was devoted to the exhibit. The company had thirty-five salesmen in attendance, and it goes without saying that visitors were given a most pleasant reception. The products were shown on large tables which were carefully arranged to obtain the best lighting effects, and the general management of the program was favorably commented upon by all who visited the establishment.

Many dealers were among those who were escorted through the building, and it is stated that the business returns from the display were highly satisfactory. A corps of guides took charge of visitors as soon as they entered the building and escorted them to the top floor from which a leisurely descent was made to the ground floor, thus permitting of full inspection of the building itself and of the great variety of motor accessories and specialties which were shown. The exhibition really amounted to an independent show, and the company is so well satisfied with the outcome that it has decided to follow the same plan in connection with the next automobile show.

The accompanying illustration shows the new Beckley-Ralston building in which the show was held.

THOR ANNOUNCEMENT

Chicago, Ill.—Having recently transferred its motorcycle factory from Aurora to Chicago, and moved its general sales department from 1307 Michigan avenue to the plant at 361 West Superior street, the Aurora Automatic Machinery Co. makes the following announcement with a view of assisting those who are transacting business with the factory: The Accounting and Credit Department will remain as heretofore at 1307 Michigan avenue, and all remittances and letters pertaining to accounts, all orders for Thor parts and letters referring to material returned for repairs or adjustments should be addressed to the General Office, Thor Building, 1307 Michigan avenue.

Orders for complete Thor motorcycles, as well as material returned as samples, or for repairs and adjustments, should be forwarded direct to the factory, 361 W. Superior street, Chicago. This announcement is made by General Sales Manager H. N. Kirk in order that agents and others having dealings with the various Thor departments may receive prompt attention and have their needs attended to with the thoroughness which is characteristic of the Thor organization.

THE BOSCH-EQUIPPED EXCELSIOR

An interesting photograph of Bob Perry and the Excelsior machine on which he won the Savannah Grand Prize road race features the motorcycle section of the Bosch News for February. Perry's machine was Bosch-equipped. The Bosch News is one of the brightest and most instructive house organs placed before American motorists and is in great demand. If you have not seen a copy drop a card to Advertising Manager A. H. Bartsch, of the Bosch Magneto Co., 223 West 46th street, New York, and he will guard against your being overlooked in future.

VISITORS AT THE POPE PLANT

Among recent visitors at the Westfield (Mass.) factory of the Pope Manufacturing Company, was G. W. Cokefair, of the Australian department of Arkell & Douglass, Inc., exporters. Mr. Cokefair reports the motorcycle business in a healthy condition throughout the territory covered by his company's connections. The business at Sydney and Melbourne is especially brisk, and the machines sent out have brought uniformly satisfactory returns. Arkell & Douglass are distributors for the Pope company throughout Australasia.

TEXAS COMPANY'S TROPHY

In keeping with the liberal policy it has followed on similar occasions in the past, the Texas Oil Co., 17 Battery Place, New York City, has announced that it will donate a trophy to be awarded to the F. A. M. club winning the most medals in the coming annual run of the Invincible Motorcycle Club, of Brooklyn. The trophy will cost $25 and will be an incentive to the club riders to put forth their best efforts.

In addition to giving the trophy the Texas company will supply all the contestants in the Invincible run with free oil and gasoline, which will be given out at Columbus Circle, New York, when the boys line up for the start. The trophy will soon be on exhibition at "Camp Brandt," the Indian headquarters, 208 West 75th street, New York. The club will have the cup displayed there because of the fact that Chief Brandt turned in the greatest number of entries for the Invincible 1913 run.

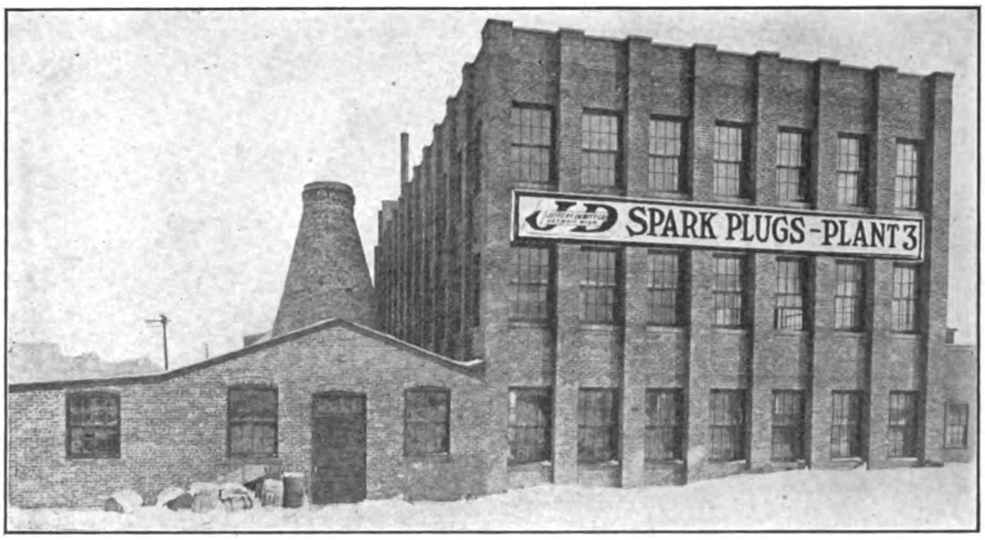
INCREASE MILEAGE GUARANTEE

Unusual interest attaches to the recent announcement of the United States Tire Company, of New York City, in which it is stated that the company has changed the guarantee basis of its Nobby Tread tire to 5,000 miles, instead of 3,500, as formerly. The change goes into effect immediately and special mention is made of the fact that it not only applies to tires sold from now on, but to tires already in use. The raising of the mileage guarantee not only insures better service to the user, but is a great tribute to the quality of the Nobby Tread tire.

KLAXON LICENSES GRANTED

Acknowledgment has been made of the validity of the Klaxon patents held by the Lovell-McConnell Company, of Newark, N. J., by the Nonpareil Horn Manufacturing Company, makers of the Pilot hand-operated horn, and the Culmer Engineering Company, which produces the Reliance hand-operated horn. The companies were both sued by the Klaxon makers and have now consented to decrees and injunctions against them. The Lovell-McConnell company has granted each of them a special limited license to make and market on royalty, each using its own present model of horn, but not any new or different model.

L. P. Birkenbach, central Ohio distributor for the Thor, is placing sub-agents in all of the territory surrounding Columbus. He has been on the road almost constantly for the last few weeks.



Latest Factory of the Jeffery-DeWitt Company in Detroit.

THIRD JEFFERY-DEWITT PLANT

With the completion of the factory shown in the accompanying illustration, the Jeffery-DeWitt Company, of Detroit, Mich., extend their operations into three plants. The three buildings are devoted exclusively to the manufacture of the Jeffery-DeWitt porcelain and spark plug products. The new plant will be used entirely for the "throwing" of blanks, preparatory to turning, and to the manufacture of porcelains. A new kiln, with a capacity of 120,000 porcelains, has been constructed, and a new decorating kiln has also been added.

PIRATE FACTORY IN FULL SWING

Milwaukee, Wis.—"The Pirate factory is in full swing and it is necessary to work some of the departments overtime in order to maintain a schedule that will permit of keeping up with orders and making prompt deliveries," reads a late bulletin from the Milwaukee Motorcycle Company. In addition to getting a liberal slice of home business, the manufacturers of the Pirate have been called upon to answer a number of inquiries from European countries of late, and it is evident that the Pirate is winning favorable attention wherever it is introduced. It is stated that the Pirate factory will start quantity shipments about March 1.

EQUIPPING SERVICE STATIONS

Los Angeles, Cal.—C. D. Carlson, Coast representative for the Corbin Screw Corporation, New Britain, Conn., recently left this city for a ten weeks trip which will include San Francisco, Portland, Seattle, Spokane, Butte, Salt Lake City and return by way of San Francisco. Each Coast service station of the Corbin company has received a master instrument and calibrating heads, as well as all necessary attachments for testing Corbin-Brown speedometers. All parts required for repairing have also been sent out.

WALKER IS IMPROVING

Reports regarding the condition of Walter F. Walker, of the Weed Chain Tire Grip Company, 28 Moore street, New York City, who was recently run down and trampled by a horse drawing a delivery wagon, are now favorable. The accident occurred at a bad street crossing in Bridgeport, Conn., where the view is entirely obstructed.

A DURABLE MOUNT

Arthur Bohmer, 1820 North Grand avenue, St. Louis, Mo., felt so enthusiastic recently over the continued dependability of his Flying Merkel machine that he forwarded a letter to the Middletown factory in which he stated that his motorcycle was purchased on April 22, 1911, and that it is still running perfectly. He has used it continually for the three seasons over all kinds of Missouri roads, always carrying one passenger, and sometimes two. Bohmer stated that much of his riding had been done in the Ozark mountains and that he had never been stuck on a hill.

The Spartan V belt which was originally supplied on the machine was used for two seasons, and until August, 1913, when it finally became necessary to replace it. The upkeep of the machine amounted to practically nothing, aside from tires. Bohmer has ridden over 14,000 miles, and when the character of the roads in his district is considered it will be seen that his economy record really is worth talking about. In the fall of 1913 he sold the first machine and bought a new Merkel.

SECOND BOSCH SUIT

A second suit, based upon a Honold magneto patent, has been brought against the Splitdorf Electrical Company by the Bosch Magneto, through F. A. Baker, Indian dealer in New York City. Recently the Bosch company started action on the ground that the Honold patent 974,967, granted in November, 1910, to Gottlob Honold, was infringed by the Splitdorf magneto which has been supplied on some models of the Indian motorcycle. The second suit charges infringement also of the patent numbered 900,542, which was issued to Honold in October, 1908. The two patents were dealt with in separate suits owing to the fact that the title to Patent 900,542 was not entirely clear at the time of filing the first complaint. It is claimed by the Bosch company that the two patents are basic as far as V type motors are concerned.

HANDLING STOLL TANDEMS

The Stoll Manufacturing Company, of Denver, Col., makers of the well-known line of Stoll tandem attachments, reports that the present demand from all parts of the United States, Canada and from European countries has never been equalled in its five years of tandem-making. Among the later orders received is one for fifty "Stoll Dream" tandems from the Amana Society, of High, Ia. This organization has been in active business for over 100 years, and has built up a reputation for handling only the most reliable goods. Before taking up the Stoll line the Amana management subjected the tandems to severe tests, and the results were so satisfactory that orders have since been placed for several hundred of the attachments, the latest order being for the fifty above referred to.

The company is selling the Stoll tandems under a remarkable guarantee. If the buyer is not satisfied after a ten-day test that the Stoll tandem is perfect in every detail, especially as regards comfort, it can be returned and the purchase price will be refunded. The Stoll company's adherence to this broad policy has had a great deal to do with the rapid growth of its business. Prospective tandemites will be interested in the Stoll advertisement which appears in this issue.

ERO PRODUCTS GOING ABROAD

In addition to keeping up with a rapidly developing home trade the Ero Mfg. Co., of Chicago, has of late been building up a lively export business with firms in England and Italy. A number of creditable shipments of Ero products have been made to these countries recently and further consignments are being prepared. In addition to its line of tandem attachments and luggage carriers the Ero company produces a special stand latch, lamp brackets, chain tools, leggings, skirt-guards, spring cushions, hand windshields, tool rolls and a number of other specialties.

TO ENLARGE RUBBER PLANT

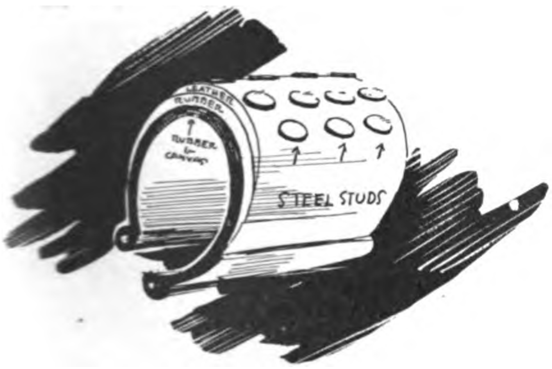
Extensive additions to the plant of the Cincinnati Rubber Manufacturing Company, of Cincinnati, to take care of the growing business of the concern, will soon be built. The need for enlarging the plant was the principal topic of discussion at the annual meeting of the company held recently. Last year was reported to have been the most prosperous in the history of the company, and a large sum was added to the surplus fund. The following were elected directors: Casper H. Rowe, Fred A. Geier, S. E. Hilles, George W. Morris, James Albert Hilles, James Albert Green, J. M. Crawford, S. D. Baldwin and F. D. Scherl, vice-president and treasurer, and Stanley Rowe, secretary.

F. B. Beck, formerly traveling salesman for the United States Tire Company in Connecticut, has accepted a position as Connecticut representative for the Pennsylvania Rubber Company, of Jeanette, Pa.

C. R. Miller, Who Is Playing a Prominent Part in the Record-Breaking Activity of the Flying Merkel Plant These Days.

ENGLEBERT NON-SKID TIRE

Of interest to motorcyclists, particularly in these days of snow and slippery roads, are the steel-studded tires of special construction made by O. Englebert Fils & Cie., of Liege, Belgium, and illustrated herewith. This firm, which is one of the pioneer tire-makers of Europe, and one of the largest also, is represented in this country by the Englebert Tyre Company, 1928 Broadway, New York City. The studded motorcycle tires are handled in 28 by 2¼-inch and 28 by 3-inch sizes, adapted to fit the standard rims.



The steel-studded Englebert tire has a pigskin tread of special form which is vulcanized to the main tread by a patent process which assures against its coming away even under the worst road conditions, and renders the tire absolutely waterproof. The studs are of dumb-bell form, the base fitting well into the tread. There are three rows of the studs and three breaker strips incorporated in each tire. A glance at the profile of the tire will show an extraordinary thickness of the tread, but this causes no loss of resiliency, and the sidewalls are also thickened to eliminate blowouts and rim-cutting. The whole construction of the tire is such that side-slip and skidding are prevented, and that long life is assured. The success of these tires in European road and touring contests has backed up the slogan of the firm: "Englebert tires are indestructible."

The steel-studded tire is sold with the usual guarantee given on American tires, as are also motorcycle tires with specially-fitted Bailey and Chevron treads.

NARROW ESCAPE FOR A. M. C. FACTORY

Chicago, Ill.—Owing to a fire which broke out in buildings adjoining the factory of the Allied Motors Corporation at Union Park Place and Carroll avenue, the motor manufacturers sustained a considerable loss from water which damaged many finished parts and patterns. Although the company places its loss at approximately $10,000, there will be no delay in making shipments, as an extra set of patterns were safely stored in a pattern vault and a quantity of parts were on hand in another section of the factory. The loss of the Allied Motors Corporation is fully covered by insurance.

THE POPE BOWLERS

These are busy days for the crack bowlers of the Pope office staff at Westfield, Mass. A few days ago there was a heated contest on local alleys between two teams made up from the office, under Captains Harden and Twining. The result of the contest was 2645 points in favor of Captain Twining's squad, against 2536 points for Captain Harden and his cohorts. Interest in the contest ran so high that the young ladies of the office staff all attended the games and manifested their enthusiasm by vigorous applause. The young ladies are now forming a team of their own, and it is announced that they are willing to compete against a team to be made up of men from the office.

INCREASED REFLEX CAPITAL

At its recent annual meeting the Reflex Ignition Company, 211 High avenue, Cleveland, Ohio, voted to increase its capital stock from $15,000 to $30,000. In making its announcement the Reflex company states that this action was essential to the proper development of the business, which has more than doubled in the last year.

This meeting was also the occasion of the annual election and the following staff was retained: C. W. Fenner, president and treasurer; E. W. Farr, vice-president, and J. A. Fenner, secretary.

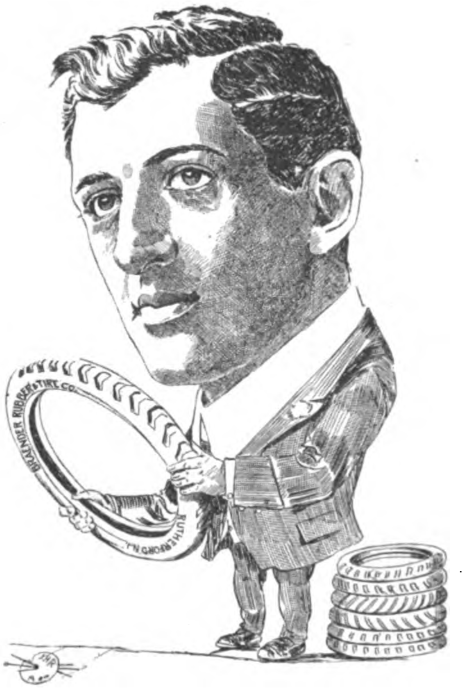
The company has been in its present commodious quarters one year only, but in order to keep abreast of the demand for its spark plugs, it is forced to make expansions which, when completed, will give double the present capacity. The Reflex company specializes in spark plugs for motorcycles, and two new plugs have been added to the 1914 offerings. One is the Reflex Primer, which is so constructed as to permit of the gasoline being applied to the exact point of ignition to insure a quick start when the cylinders are cold. The other new plug is for use on motor trucks.

GREYHOUND MEETING

A meeting of the creditors of the Greyhound Motor Co., of Buffalo, N. Y., was held Monday, February 16, at the Bankruptcy Courtrooms, 410 Federal Building, Buffalo, for the purpose of considering an allowance for the attorneys to the receiver and also to pass upon the matter of compensation for Receiver Harris S. Williams.

ATTRACTIVE SCHICKEL CATALOG

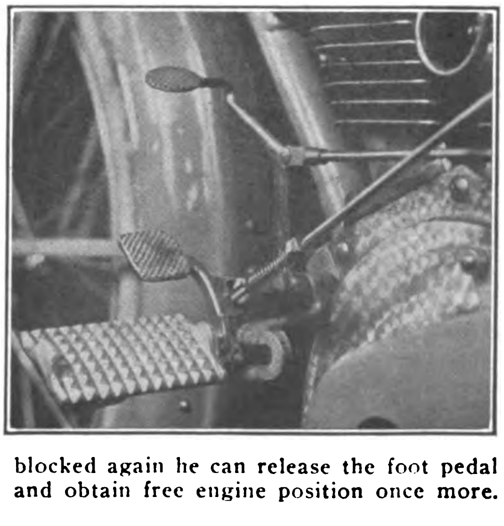
A new and attractive catalog has been issued by the Schickel Motor Company, of 59 Garden street, Stamford, Conn., and will be forwarded upon application. A full explanation is given of the construction and operation of the only American representative of the two-stroke motor, for which reason alone the catalog is of unusual interest. The front cover shows a striking road scene, and other striking photographs are reproduced.



Harry Braender, of the Braender Rubber Co., Rutherford, N. J., Who Announces That His Company Will Soon Market a Motorcycle Tire.

A HANDY CONTROL FEATURE

In the accompanying illustration is shown the small foot lever on the 1914 Yale by means of which the low-speed may be engaged, in traffic, for example, without removing the hands from the handlebars. When a halt is found necessary the rider simply brings the hand lever of the clutch back to the first notch in the rear section of the quadrant, giving free engine. Then when he is prepared to start again it is only necessary to press the foot lever, thereby engaging the low gear, and the machine will move off quietly. In case he is suddenly blocked again he can release the foot pedal and obtain free engine position once more.



MOTORCYCLES DEALERS SUPPLIES, ETC.

ROSENKRANS LINING 'EM UP

One of the most successful workers in the trade field of late has been D. Rosenkrans, of the Feilbach Motor Company's staff, who has signed up a strong squad of wideawake agents in a rapid-fire skirmishing trip through the Middle West. Rosenkrans states that he experiences no difficulty in interesting the dealers, despite the fact that his machine is slightly higher in price than some of the others.

He closed a highly encouraging contract in Indianapolis with Evans & Bowers, two energetic boosters who have just made arrangements to enter the motorcycle field, and has also added to his list H. H. Pullman, a successful dealer of Auburn, N. Y. The Indiana Bicycle and Supply Co., of Fort Wayne, Ind., has contracted to handle the Feilbach, and a number of other well-established agencies will add the Limited to their lines for 1914 as a result of Rosenkrans' educational campaign. The Don E. Bailey Co., of San Francisco, has placed a large order with the Feilbach company and late reports from the coast state that the firm is finding a warm reception for the machines.

Rosenkrans has been somewhat surprised to find that quite a few dealers are sacrificing their sales in order to devote themselves to repair work, due to the rapidly increasing demand for moderate-priced and dependable shop service, but he regards this as a phase of the trade situation which will adjust itself satisfactorily. "There is no denying that the motorcycle field needs more first-class repairmen," says the Feilbach hustler, "and it won't do a bit of harm to have the dealers give more attention to this branch of work. They will soon systematize their shops so that they will have plenty of time for selling campaigns also, and then they will make more money and be better satisfied than they have ever been in the past. I dislike to see a dealer sacrifice his sales opportunities, even temporarily, but I believed the increased interest in repair shops is a good sign in that it points to permanency."

ACTIVE LA CROSSE DEALERS

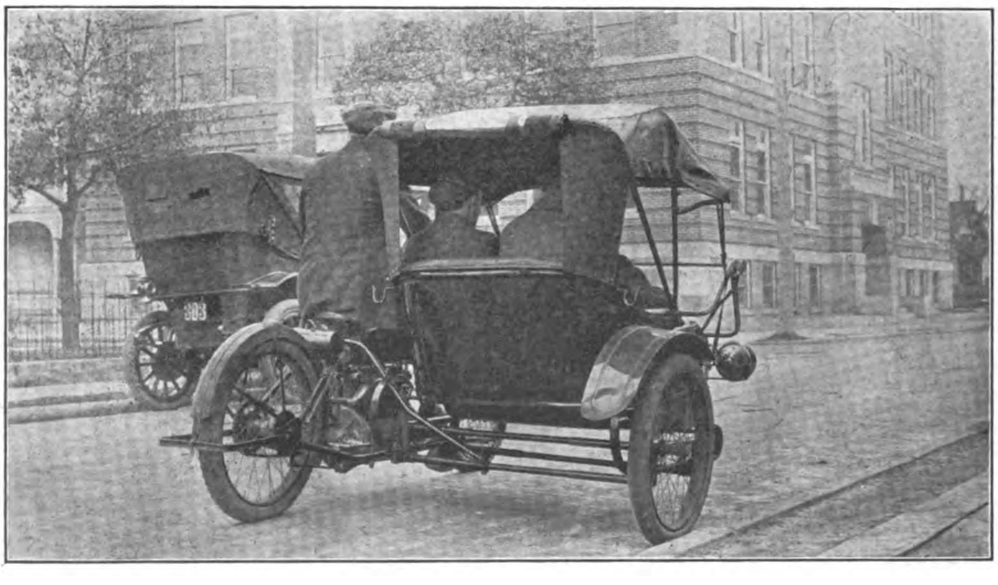
La Crosse, Wis.—Howard H. Campbell has opened a store at 415 South Third street, this city, and has contracted for the Harley-Davidson, which he will handle in La Crosse and nearby territory.

The Excelsior is represented here by L. W. King, whose headquarters is at 629 Main street. His territory also includes part of the surrounding county. The twin machines are mostly in demand, owing to the hilly condition of the district.

The Thor and Henderson lines are handled in La Crosse by Conrad Nelson and L. A. Miller, respectively.

JAMIESON IN KANSAS

"Happy" Jamieson, the genial Harley-Davidson salesman, is now traveling in Kansas. He writes that although the weather is around the zero mark motorcycle sales are good, and that as a representative of the "Silent Gray Fellow" he is always cordially received. At present he is giving considerable attention to boosting the proposed national road race to be held at Fort Dodge on the Fourth of July next. The prize money has already been raised and it only remains to obtain sanction from the F. A. M. and line up riders.



This is the Novel Outfit Used by E. C. Hinman, Henderson Agent in Pensacola, Fla., for Demonstrating Purposes. Note Width of Sidecar.

MONTANA POPE DISTRIBUTORS

Billings, Mont.—Behrendt Brothers, of this city, have been appointed distributors for the Pope in Montana and Western North Dakota. Factory service has been installed at the Billings headquarters, and the company writes that one of the finest repair shops in the state is now at the disposal of its customers. Harry C. Williams, formerly of the experimental department of the Pope manufacturing Company, is taking care of the Western half of the territory and is also in charge of the firm's repair department. The Eastern half of the territory is covered by Ben Zimmerman, formerly with the Haverford Cycle Company, of Philadelphia, Pa. During the last few weeks both Williams and Zimmerman have been kept busy placing agencies.

Williams Is at the Left.

EXCELSIOR IN IOWA CITY

McFadden & Cole, Iowa City, Iowa, recently contracted to handle the Excelsior in Iowa City and the county. They have just moved into their new store at 115 Iowa avenue, where they have a third more floor space than formerly. McFadden & Cole have the only motorcycle repair shop in the city and are looking forward to big 1914 business. A plan is now on foot to form a club in the city. Iowa City being the home of the state university, it is believed that a motorcycle club would thrive.

HANDLING MOTORCYCLE SUPPLIES

Columbus, Ohio.—Announcement is made that the stock of the Motor Supply Company, 23 East Long street, Columbus, has been purchased by the Motor Supply & Tire Company, which will be located in a large storeroom in process of construction at 128 East Gay street. A. I. Fishbaugh is manager of the new company. The concern handles motorcycle supplies in addition to automobile parts.

MOTORCYCLES DEALERS SUPPLIES, ETC.

MERRELL IS NEW MANAGER

Columbus, Ohio.—R. E. Merrell, formerly connected with the Columbus Buggy Company, and later with the R. F. Boda Company, has been elected manager of the Franklin Cycle and Supply Company, 142 East Gay street, Columbus, Ohio, agent for the Excelsior. According to the new manager, the company will maintain a service station for Excelsior riders. He succeeds P. A. Vogle, resigned. J. W. Day, formerly with the Franklin Cycle and Supply Company, has taken a position as salesman with the Everitt Auto Sales Company, of Columbus.

DAMBACH'S TRIP TO WESTFIELD

Charles Dambach, of Newark, N. J., made a trip to the Pope plant in Westfield, Mass., a few days ago on his Pope mount, encountering considerable snow and mud, but getting through without mechanical trouble. The factory register shows that during the last week dealers from Albany, N. Y.; Castle Junction, Ia.; Lynn, Mass.; Gloversville, N. Y.; Chicago, Ill., and Washington, D. C., have also visited the plant and inspected the various departments which are now working on full time to meet the spring rush.

PULLING A SLEIGH

Considerable interest was aroused by the appearance of the outfit shown in the accompanying photograph upon the streets of Hammond, Ind. The picture is forwarded by Walz & Sliger, agents for the Yale, who write that they pulled the sleigh, with all of the passengers shown, about the streets of Hammond, plowing through deep snow which did not balk the big Yale motor.

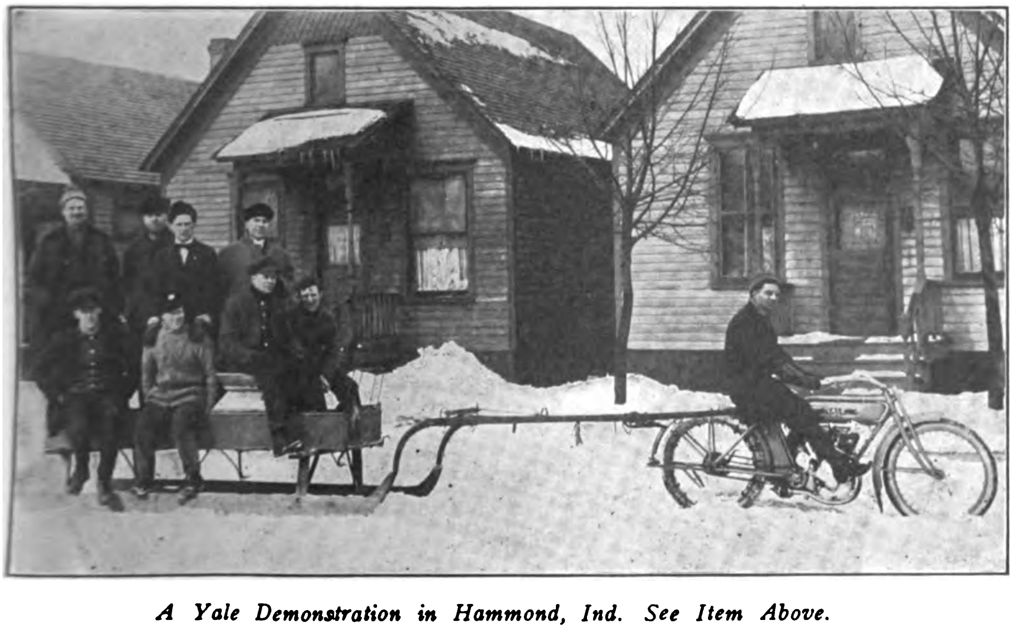
TO SELL 500 INDIANS

Although his present quarters afford 5,000 square feet of floor space, H. A. French, of Howard A. French & Company, of Baltimore and Washington, has been forced to make extensions which will give 2,500 additional feet. The new space will be used for the offices and salesroom. French handles the Indian, and in addition to Washington and Baltimore, his territory includes several counties in Virginia. It is interesting to note that five years ago he sold only fifty motorcycles, whereas his sales for the current year are expected to reach the 500 mark. The new and modernized repair department will be in charge of George Gebhardt, who is now studying Indian construction at the Hendee plant.

A NEW BROOKLYN DEALER

A newcomer in the motorcycle agency field of Brooklyn, N. Y., is Otto Sohofer, who has established himself at 1246 Bedford avenue. His store is a spacious one and will permit of carrying a large stock of machines as well as bicycles and accessories. Sohofer is Eastern distributor for the Emblem, his territorial rights extending east of Utica, N. Y., and including part of Connecticut. He has already closed with a couple of sub-agencies and is now desirous of placing the Emblem with some New York City firm. Sohofer is also handling the Schickel, his territory for this machine including Brooklyn and Long Island. He is now carrying out an extensive advertising campaign, which includes weekly advertisements in a number of the theater programs.

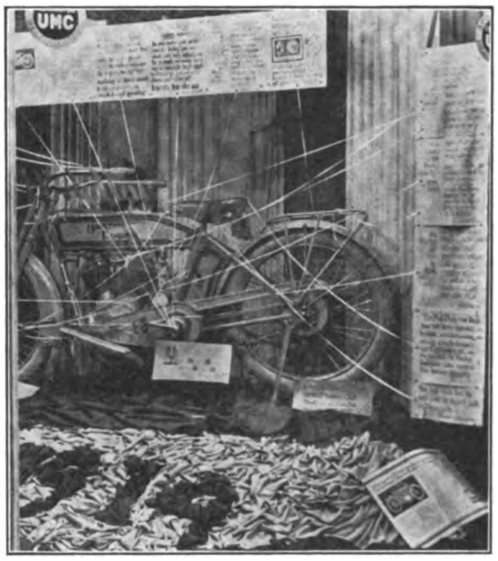
Morgan Banfield, of 712 Sycamore street, has taken the Harley-Davidson agency for Waterloo, Ia., and vicinity.



A Yale Demonstration in Hammond, Ind. See Item Above.

STRIKING WINDOW DISPLAY

Considering the limited space utilized, the motorcycle window display shown in the accompanying photograph is one of the most striking that has attracted attention of late. It was arranged by the W. A. May & Green Mercantile Co., Harley-Davidson agent in Montgomery, Ala., W. J. Hall, the firm's window dresser, being responsible for the layout. The motorcycle is mounted on a wooden platform which is effectively draped with gray cloth, the figures 1914 being interwoven. About fifty ribbons lead from the motorcycle to placards describing the various important features, so that the prospective buyer can study the make-up of the machine at his leisure and without the necessity of asking questions. The company states that the display has given very satisfactory returns.



TAKES DOUBLE STORE

John H. Minnick, distributor for the Indian in Delaware, who for a number of years has occupied the store at 605 Delaware avenue, Wilmington, has been forced to take over the store adjoining. With the double store Minnick will be in a position to handle his growing business with facility.

INDIAN AT TROY SHOW

Troy, N. Y.—Only one make of motorcycle was represented at the recent automobile show held under the auspices of the Troy Automobile Dealers' Association. The show was formally opened by Mayor Cornelius F. Burns. At all times during the show a large crowd was gathered about the Indian booth, where the new Hendee Special held the center of the stage. E. H. Brunelle, the agent, and his assistants gave out useful souvenirs to visitors.

MOTORCYCLES DEALERS SUPPLIES, ETC.

THE ROOMY BERTELSON HEADQUARTERS

From O. Bertelsen & Co., of Fergus Falls, Minn., comes the accompanying photograph of the firm's motorcycle garage and sales headquarters. The building has just been completed, and it will be seen that it is a large and thoroughly up-to-date structure, with special provisions for handling the motorcycle trade to advantage. The garage is 45 feet wide and 145 feet long, and the steam-heated repair shop is 30 x 45 feet. Last season the Bertelson company disposed of thirty-four machines, and it is expected that the number of sales will easily be doubled during the coming summer. The company handles Harley-Davidson machines in Fergus Falls and vicinity and is conducting a lively advertising campaign.

MOTORCYCLE GARAGE
BERTELSEN & CO

Spacious Headquarters of the Bertelson Company in Fergus Falls

CANDIOTO'S HELPING HAND

Joseph Candioto, president of the Joseph Candioto Company, 151 North Broadway, Lexington, Ky., has just made a trip to Frankfort to use his influence against the adoption of a bill which proposed a license fee of $5 for motorcyclists of Kentucky. Mr. Candioto received assurances from legislative workers that the bill will not be passed in its present form.

The Candioto company is now occupying its new motorcycle headquarters in Lexington and is handling Pope, Flying Merkel, Dayton and Excelsior sales in about twenty Kentucky counties. An unusual demand is being felt for two-speed machines, and rush shipments are in demand from all sides. A few sidecars also are being sold, and there are signs of rapidly-increasing interest in the third-wheelers. The company has found it necessary to increase its staff, and Russell P. Roeby and Estill Hall were recently added to the sales force. The Candioto folks are on the F. A. M. list and have fathered a local club which has fifty members, with a bright outlook for more as soon as the riding season opens.

WISWELL'S SUCCESSFUL OPENING

Lynn, Mass.—Wiswell, the Wigwam representative in this city, scored a hit with his recent annual opening. He had arranged an interesting program and although the ground was covered by four inches of snow the riders turned out from far and near to assist him in keeping things moving. Wiswell had several of the New Indian models on hand and a number of sales were closed. He is paying strict attention this year to the "service idea," and is preparing to give the riders of his district "what they want when they want it."

During 1914 Harley-Davidson machines will be handled in Akron by the Akron Motorcycle Company, 34 North Main street.

TWO-MINUTE "BIOGRAPHIES" OF MOTORCYCLE DEALERS

Woods Could Find No Suitable Outlet for His Energy Until He Started to Sell Motorcycles in Trenton, N. J.

R. S. WOODS, who has just contracted to handle Harley-Davidson machines in Trenton, N. J., and throughout Mercer County, hails from St. Croix, Danish West Indies, where he was born in 1879. He was educated in the United States, but in 1897 returned to the West Indies where he entered the employ of a wholesale and retail supply house. The outlook did not satisfy him and he came back in 1899, taking up his residence in Trenton. He became representative for a western firm dealing in windmills, tanks, pumps and structural iron; resigned and entered the employ of a publishing house as accountant; dropped this to accept a position with a decorating firm in Brooklyn, N. Y.; went back into the certified accounting business in 1906, and resigned a year later to join the staff of the Thermoid Rubber Co., of Trenton.

In 1911 he embarked "on his own hook" as an interior decorator and it was while using a motorcycle for business purposes that he decided to enter the trade field. Woods' Harley-Davidson headquarters is at 145 North Broad street, Trenton.

Owing to his previous business training, Woods is a firm believer in consistent publicity and is now launching an advertising campaign in Trenton and vicinity with a view of lining up early spring sales. He is also taking an active interest in club affairs, and promises to father a series of sociability runs and hill-climbs as soon as the weather will permit.

R. S. Woods

Dismiss from Your Mind Any Thought of Doing a Good Business Without a Good Two-Speed

Your course for 1914 is perfectly plain.

If you try to sell a motorcycle without a two-speed—every sale will be like pulling teeth.

If you haven't the **best** two-speed you'll be rowing against the stream, from March till October.

If the two-speed is **added on** to the cost of the motorcycle you'll have to cut the price.

If it isn't built in, if it isn't an integral part of the machine—you'll labor at a terrible disadvantage.

If you have to compete with a two-speed that is simpler and quicker—if the rider has to use two hands or two motions, instead of one hand and one motion—you'll have to do a world of explaining.

You can't talk the rider away from the two speed **this year.**

He's "got the dope" on the whole situation and **you can't talk him out of it.**

YALE

Look Over the Field and Decide for Yourself Which Two-Speed Will Win the Rider Every Time

The number of manufacturers who have anticipated and met the two-speed situation is remarkably small.

The majority failed to see the extraordinary turn of public demand and the rider's choice is accordingly small.

You are face to face with this question—a question which spells sales or no sales—profits or no profits.

Which of the few two-speeds is clearly, plainly, obviously, most attractive?

Of course, we answer—the YALE.

But we don't say it simply because it's our two-speed.

We say merely what any other man with his eyes open must say.

We say it—because the Yale two-speed is the only one in the country *built into* each and every model—

Because the Yale two-speed is on the countershaft, where it runs only at half engine-speed, with least wear and best balance—

Because the Yale two-speed is absurdly *simple*, and yet practically *infallible in operation*—

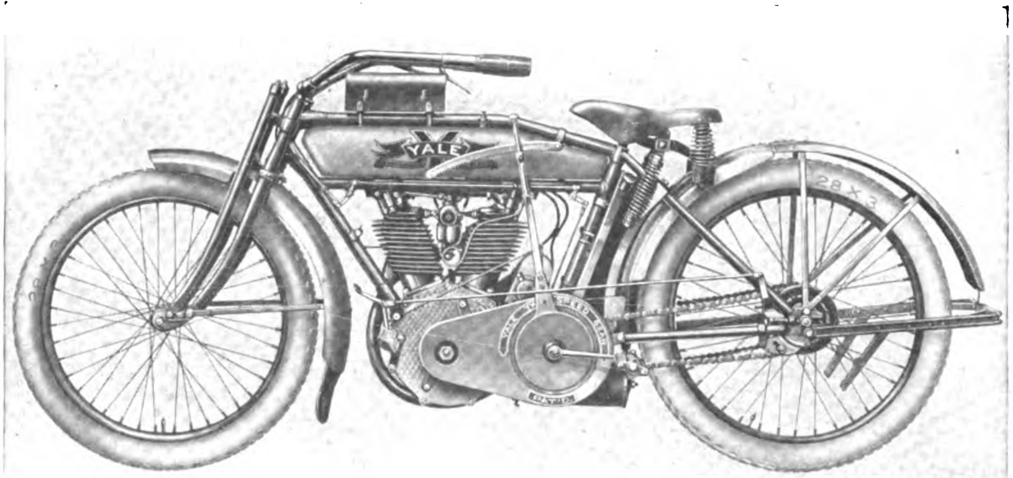
Because the Yale is the only two-speed gear that has one-hand, one-motion control, with an auxiliary foot control for use in traffic congestion—

Because—finally—the Yale two-speed gear enables the Yale rider to *out-pull* and *out-climb* any other type of motorcycle he may meet—

And yet it is the only one in the country that he can get as an integral part of the machine, *without a cent of extra cost.*

These are plain, hard facts you can't get away from. Investigate the thing for yourself.

You'll find there's not another two-speed in the country like the Yale.



Transmission side of new Yale twin, showing patented two-speed gear that is part of regular design. Clutch and gears controlled by one motion of one simple lever. Two-speed gear of extreme simplicity—parts few in number, husky and strong in construction. Full description of all features of this master motorcycle in the new Yale catalog. Write for it.

How Will You Supply This Year's Big Sidecar Demand Without the Right Kind of a Two-Speed?

Don't try to fool yourself—the two-speed is carrying an unprecedented demand for the sidecar in its wake.

Don't try to fool yourself—you can't take advantage of this big demand without a two-speed.

The sidecar without the two-speed is a nightmare.

With it—it's a great, big, generous source of profit.

Do you want that profit, or don't you?

Do you want to double and treble your sale of sidecars?

Do you want to begin selling them where you never sold them before?

Are you so rich that you can afford to ignore this substantial profit, in addition to the profit on the motorcycle itself?

Are you so prosperous that you don't care to travel with the trend of popular demand?

Well, there's only one way to "cash in."

As we said above—you can't take advantage of the big demand for sidecars without a two-speed.

More than that—it must be a *real two-speed* that will carry the sidecar passenger with all the *comfort* and *luxury* and *smoothness* of a motor car.

You've got to have a two-speed with power—power in plenty—and a range of it that will take you over any road and up any old kind of a hill.

And that's the *kind of a two-speed the Yale is.*

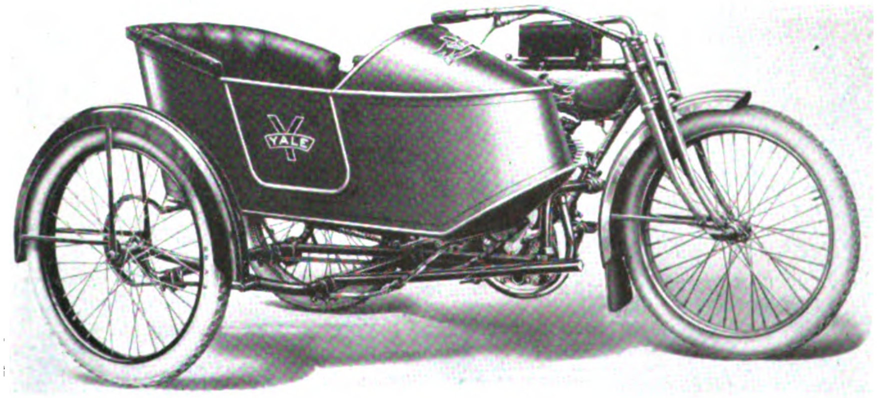
Don't forget that. The two-speed Yale climbs hills as smoothly with a sidecar as without it.

No jerk—no jar—no bump.

A steady, smooth *pull* that always makes the grade.

You've got to have *that kind of a two-speed* to make good on the sidecar demand.

And we honestly don't know where else you'll find it, save *in* the Yale.



New Yale sidecar, built on stream lines with fore door, and luxuriously upholstered. Springs carefully designed and so placed as to insure ease of riding over all varieties of roads. The Two-Speed Yale fitted with sidecar is an able and luxurious two-passenger runabout that will go swiftly and comfortably anywhere that an automobile could go—and many places inaccessible to a heavy four-wheel machine.

The Only Dealer Certain to Make Good This Year is the Man Who Sells the Two-Speed YALE

The Yale dealer is the only dealer in the industry who is **sure** of "making good" this year.

Others may get business—and then again they may not.

The Yale dealer is **sure of his share**—and a good, big share it will be.

Because he will be the one man able to give the rider what the rider will demand—

For as we said on the first page—the rider will not be satisfied this year without a two-speed.

And you'll have to give him the *best* two-speed or your sales road will be a hard one.

That's why the Yale dealer is certain to make good—he'll be "rowing with the stream."

He has a two-speed that's *built in*—and built into the one logical position—the countershaft.

Not an *attachment*, mind you, but a *simple, practical* two-speed gear that's an *integral part of the machine itself.*

He can take his prospect out on any kind of road—through sand, mud or what not.

He can take him up any kind of hill—even though it be a 50% grade.

And he can do all this with the prospect in a sidecar, if he wishes.

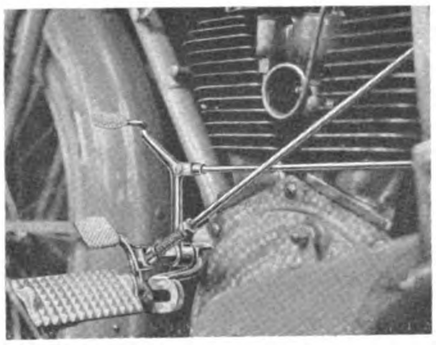
So the Yale dealer will have no trouble making sales, if he merely points out the *exclusive features* of the Yale.

And if he's wide-awake, alive, he can sell almost as many sidecars as two-speed Yales.

Because the two-speed Yale completely revolutionizes sidecar riding.

A nice, big year is in store for the Yale dealer, then—HOW big is up to him.

If you're a Yale dealer *get busy*—and *stay busy.*



Showing the perfected foot control of the Yale two-speed gear. Rider can engage low gear by pressing the small foot lever by the foot rest, without removing his hands from the bars—or can use the hand lever, just as he chooses. This foot lever gives the most perfect control ever attained in any motorcycle. The rider can start or stop quickly, accelerate suddenly, slow down to a mere crawl or speed up swiftly, all by varying pressure on the small lever, with the auxiliary brake lever conveniently near for quick stops.

Don't underestimate your local demand. The only Yales you're sure of are the Yales you order now. There are a few new territories we can enter, owing to our increased production. Alert business men who can appreciate the big opportunity offered by the two-speed Yale, write us at once.

THE CONSOLIDATED MFG. CO.

1730 FERNWOOD AVE., TOLEDO, OHIO

Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY, Los Angeles and San Francisco

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, and all kinds of Drop Forgings

YALE
THE CONSOLIDATED MFG. Co. TOLEDO, O.

MOTORCYCLES DEALERS SUPPLIES, ETC.

SULLIVAN TAKES AGENCY

Fred W. Sullivan, of Rockford, Ill., State F. A. M. Commissioner and president of the Rockford M. C., has resigned his position with the American Central Fire Insurance Company, and has taken the agency for the Excelsior in Rockford and surrounding counties. During the winter months he will travel for the Excelsior factory. "Sully," as he is popularly known to the Rockford riders, has many friends who wish him success in his new venture.

WALTER NEEDS MORE ROOM

Walter Goerke, representative of the Indian motorcycle in Newark, N. J., is building an extension to his place at 312 Washington street. The addition measures 25 by 35 feet and is located in the rear of the present store: It will be used as a shop, while the space given over to the present shop will be added to the salesroom.

ANOTHER HENDERSON AGENCY

San Francisco, Cal.—Bente & Baumgardner, among the largest retail motorcycle dealers on the Coast, have contracted to handle the Henderson in the Northern part of California.

A SERVICEABLE WINDSHIELD

Henry Holofcener, of Baltimore, Md., who appears in the accompanying photograph with his new Yale, writes that the windshield shown is of his own design and manufacture, and that it is a valuable asset for the winter rider. Particular attention is called to the fine road surface. The picture was taken by Julius Holofcener and forwarded by Edward A. Holofcener, the Yale agent in Baltimore.

Kellington & Duckhoff
345 N. Main St.
Decatur, Ill.

Headquarters of Kellington & Duckhoff in Decatur, Ill. The Company Handles the Indian and Excelsior Machines and is Lining Up Many Prospects.

EXTENSION COMPLETED

With the completion recently of extension work at his motorcycle establishment, 528 Massachusetts avenue, Harry L. Dipple, the Harley-Davidson dealer in Indianapolis, Ind., has more than doubled his floor space. Mr. Dipple is now working on a publicity campaign throughout his territory which, in addition to Indianapolis, includes several of the surrounding counties.

COMMERCIAL PROSPECTS

Oskaloosa, Ia.—Plans are under way for the organization of a motorcycle club in this city. Among the promoters is the proprietor of the Mahaska Cycle Company, agent for the Harley-Davidson and Yale lines. This company reports that it has a number of commercial houses lined up for machines.

NEW TOLEDO DEALER

One of the latest agency appointments of the Harley-Davidson Motor Company is the newly-formed Harley-Davidson Sales Company, 337 Erie street, E., Toledo, Ohio. The active management of the new company will be controlled by F. Miller and Edward Ehinger.

HENDERSON AND MERKEL AGENCY

Milwaukee, Wis.—L. Lippow is president and general manager of the Lippow Motorcycle Company, which was recently formed in this city with headquarters at 732 Third street. The company has contracted for the Henderson and Flying Merkel agencies.

AN ACTIVE PITTSBURGHER

Pittsburgh, Pa.—S. C. Hamilton, 131 Collins avenue, E. E., is without doubt one of the most successful motorcycle distributors in eastern territory. He is Allegheny County distributor for the Harley-Davidson line and on January 15 had actually delivered about a carload of 1914 models. These were all two-speed twins, with the exception of one single two-speed. In fact, up to January 15, Hamilton had sold more machines than he was able to dispose of throughout the entire 1913 season. He expects to sell over 200 Harley-Davidsons this year, nearly all of which will be two-speed twins. In addition to Allegheny County, Hamilton covers two small towns outside the county lines. He has two Harley-Davidson delivery trucks on the road and has orders for ten sidecars so far, although he did not sell a sidecar in 1913.

STATE DISTRIBUTORS

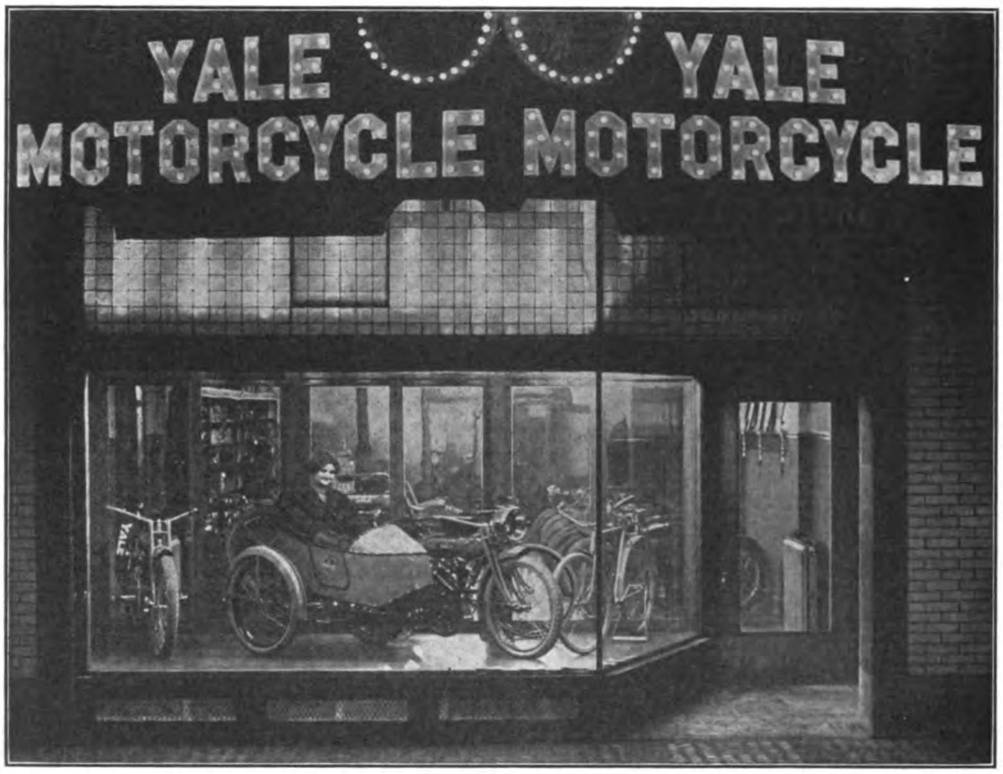
Des Moines, Iowa.—The McCallum Motor Company, of 308 West Eleventh street, this city, has been appointed state distributor for the Minneapolis motorcycle. The company is now appointing agencies throughout the state, and reports numerous inquiries regarding the Minneapolis commercial van.

DEXTER AT XENIA

Coshocton, Ohio.—Fred Dexter, formerly manager of the Tracy Bicycle Company, Main street, has accepted a position with the Hunt Sporting Goods Company, of Xenia, dealers in sporting goods and motorcycles.

A new Dayton motorcycle agency has been placed with the O. & D. Motor Company, of Boone, Iowa.

MOTORCYCLES
DEALERS
SUPPLIES, ETC.



THE YALE DISPLAY IN TOLEDO

A window display which is deserving of the attention of every passerby is shown in the accompanying photograph. It features the Yale store in Toledo, at 145 Erie street. The business was moved recently to this location in order to permit of the expansion necessitated by a steady growth of interest in the line. The use of the sidecar in the window layout gives an unusually artistic touch, while the large electric signs make a strong bid for publicity at night.

VETERAN TAKES HENDERSON

Sacramento, Cal.—W. A. Langley, said to be the oldest motorcycle dealer in this city, has taken the agency for the Henderson. J. S. Tormey, manager of the Pacific Coast branch of the Henderson Motorcycle Company, writes that Langley has sold more than 600 motorcycles since entering the business.

The Lister Motorcycle Company, of Cleveland, Ohio, has filed papers increasing its capital stock from $10,000 to $15,000.

MOTORCYCLES AT THE TORONTO SHOW

American and English Machines Are Contesting for Supremacy at Annual Canadian Exhibition, Where Nine Different Makes Are Displayed—Many Sales Reporte.d.

CANADA'S National Motorcycle, Bicycle and Accessories Show, held at Toronto, Ontario, February 14 to 21, was greater than any of its three predecessors. The display was again decidedly international in character, much rivalry being shown between the representatives of the American and British motorcycles exhibited. Many Canadian riders are already using American-made machines.

Altogether nine makes of motorcycles were on display, five of which were from the United States and four from England, as follows: American—Indian, Excelsior, Harley-Davidson, Flying Merkel and Henderson; British—Matchless, Douglas, B. S. A., and James. All told, thirty motorcycles were exhibited, including a Harley-Davidson motorcycle truck, while several machines were displayed with sidecars attached. The sidecars were the Montgomery of England, a Majestic delivery sidevan, the several models made by Hampson, of Toronto, and the Elder delivery car, made in Toronto. A novelty was a small sidecar attached to an ordinary bicycle, designed for delivery purposes. This also was shown by Hampson.

While the motorcycle show was held in conjunction with the Toronto Automobile Show, the motorcycle makers and dealers had a wing of the Exhibition Building to themselves, and the management set aside one day as "Motorcycle Day," when the riders turned out in large numbers. The two motorcycle clubs of Toronto, namely, the Toronto Motorcycle Club and the Wanderers' Motorcycle

GETTING RESULTS IN MOTORCYCLE SALESMANSHIP

By C. F. Wright, of Ballou & Wright, Portland, Ore., and Seattle, Wash.

I WAS very much interested in the article appearing in your issue of December 25, 1913, by Mr. B. A. Swenson, and it occurs to me that Mr. Swenson has pretty nearly covered all the essential points in the "Art of Getting Business" in the motorcycle line. The same business principles are necessary to conduct a successful motorcycle business as are required to make a success of any line of merchandising. The days of selling motorcycles from the curb or from a small, dirty repair shop are past. Motorcycle dealers should maintain clean, well-lighted establishments and employ intelligent salesmen.

We have marketed thousands of machines during the last few years and consider the motorcycle business one of our livest departments. Service is very essential; I do not mean by service something for nothing. I mean prompt, courteous, intelligent treatment of customers in the store and first-class work done in the shop, for which I have always found our customers willing to pay.

During the last two years we have done considerable outside demonstrating, and believe it pays to follow up prospects carefully and demonstrate the good points of the machine you offer for sale; this will be especially helpful in closing sales on sidecars for which I expect a lively demand in 1914.

MOTORCYCLES
DEALERS
SUPPLIES, ETC.

Club, had exhibits where the attendants boosted the sport generally and where riders were made to feel themselves at home. Both clubs carried along membership campaigns during the show.

The motorcycle exhibitors were as follows: Hendee Manufacturing Company, the Indian; Harley-Davidson Motor Company, the Harley-Davidson; Percy A. McBride, Excelsior and Henderson; W. Porter, Matchless and Douglas; Walter Andrews, Flying Merkel and B. S. A., and C. J. Lewis, the James.

An interesting feature was a mounted 2¾ h. Douglas which was operated through a friction drive contrivance through the rear wheel. The cam case and valve chamber heads were removed to show the action of operation. Much interest was also evinced in the demonstrations which were given of the starting device on the Hendee Special.

The dealers accomplished good results through the show, but the general feeling was that an exclusive exhibition would be held next year under the auspices of the Canada Motorcyclists' Association.

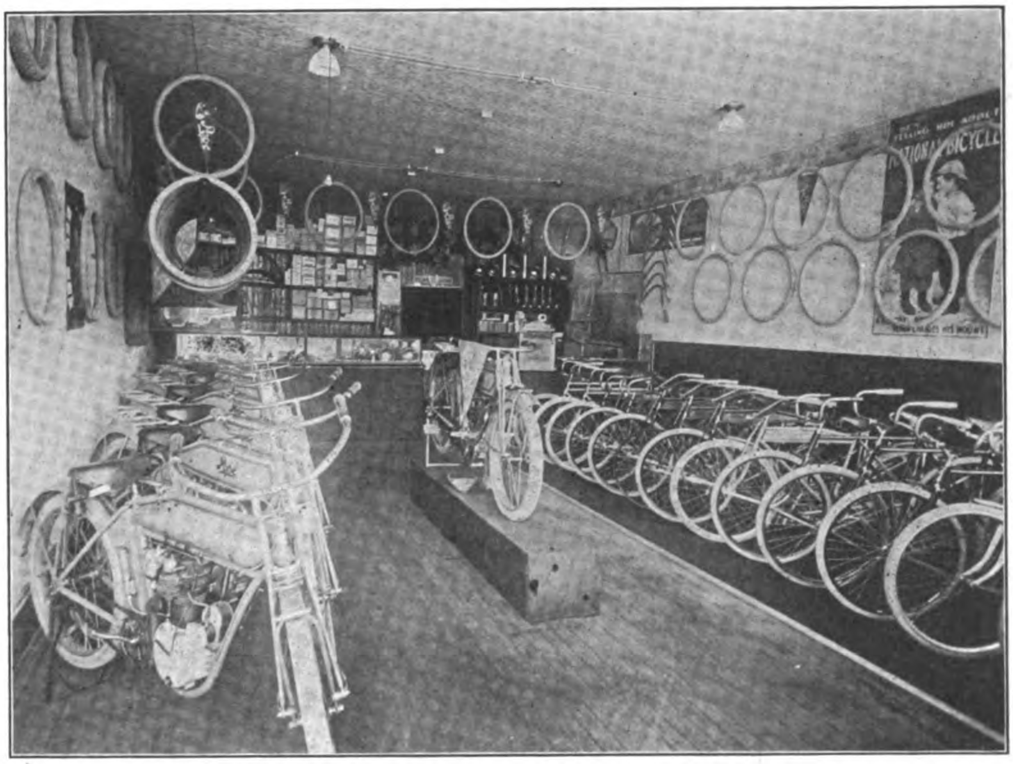
Several important announcements were made by exhibitors on the first day. K. R. Spencer, the new Canadian traveling representative for the Harley-Davidson, who was in charge of the Harley-Davidson display, made it known that this well-known make of machine would, in future, be handled by J. A. Varley, 429 Yonge street, Toronto, for the Toronto territory. His sales manager will be Bert Webb, formerly a prominent salesman in Toronto for the Indian. Varley is remodeling his store and will establish a repair shop and garage. This agency will be used by the Harley-Davidson Motor Company as a direct service station, the company agreeing to supply a complete stock of parts. Varley is making arrangements to sell on a time basis. Spencer also announced that he had closed with 36 agents throughout the Province of Ontario.

TO USE MOTORCYCLE TAXI

Ray Tyler, formerly Indian agent at Butler, Mont., has gone to San Francisco, and plans to put into operation a motorcycle-taxi service, which will continue until after the Panama Exposition. He has in mind a specially designed trailer with a capacity of four passengers, and has had considerable experience with trailers. Tyler's San Francisco address is 1616 Fulton street.

Piper & Taft, of Seattle, Wash., have received their first consignment of Excelsior motorcycles. They have orders on hand for nearly all of the machines now in stock.

A Harley-Davidson truck was used to good advantage by Frederick & Nelson, merchants of Seattle, Wash., during the holiday rush.



ELLIS' STRIKING STORE

Effective display systems, as well as extreme neatness and cleanliness, are noted in the accompanying photograph which shows the interior of the store of the Ellis Bicycle Company, Wichita, Kan. Cleanliness, although a desirable feature in any establishment, is often conspicuous by its absence in motorcycle shops, but in the Ellis store it is one of the most striking features, and when combined, as it is, with a systematic arrangement of the products, it gives a pleasing effect and one likely to make a favorable impression upon the prospective buyer. On one side of the room is an imposing line-up of bicycles, while motorcycles are arranged on the opposite side, with the latest model set up on a pedestal in the center. In the rear, parts and accessories are systematically stocked so that the clerks can place their hands upon them without delay. The walls are lined with bicycle tires on one side and motorcycle tires on the other. It will be seen that Ellis also has special tire racks in the rear. R. F. Ellis is the proprietor and sells the Pope line, including the Pope bicycle offerings, in Wichita and vicinity.

POST OFFICE OFFICIALS PLEASED

Officials of the Des Moines (Iowa) Post Office were favorably impressed by the performance of a Harley-Davidson motorcycle truck in the recent tests conducted by the parcel post department. The truck was furnished by Carl Carlson, the local Harley-Davidson dealer, and was driven by Bert Clark.

During the last year Carlson has given particular attention to the commercial field, and there are now fifteen Harley-Davidsons in use by business houses of Des Moines. The Police Department is also using several of the machines. Of the 74 motorcycles sold by Carlson in 1913 only eleven were of the single cylinder class.

WICHITA MACHINE STOLEN

A 1913 twin Indian was recently stolen from Henry Walterschied, 305 Cleveland avenue, Wichita, Kan., who offers a reward of $10 for information leading to its recovery. The motor number was 71E891 and it carried a Kansas license, No. 6173. The equipment consisted of an electric horn, Indian luggage carrier, 28 by 2¼ inch Goodyear tires, Prest-o-Lite tank and a headlight. The top frame tube was dented three inches in back of the handlebars. On the name plate of the lamp was the following inscription: "Indian, Stephen's Motorcycle Co., Wichita, Kans."

HOGG IN CANADA

John E. Hogg, well known through his connections with the Hendee Manufacturing Company, for which he travels in Kansas and the Middle Western States, is now touring in Canada in the interests of the Springfield firm.

WHY SOME DEALERS GO SHORT ON PROFITS

Inside Facts on a Selling System Which Is Unfair to Both Agent and Rider

By Traveler.

NOW that motorcycle dealers everywhere are discussing the benefits to be derived from co-operation, and planning improvements along these lines for the 1914 selling season, I believe they will be interested in a discovery which I made recently in New York City. The experience referred to surprised and puzzled me, and I believe it is my duty to call the attention of dealers in general to the dangers involved.

I dropped in at quite a large establishment where "used automobiles" as well as second-hand motorcycles are offered for sale, and was inquiring about the prices on their motorcycles with a view of comparing them with the prices of legitimate dealers. One 1913 twin in which I pretended to be interested was quoted to me at $200, but after two or three minutes' inspection of it I was informed that I could have it for $175 cash. A few minutes later another salesman who saw me standing beside the machine stopped, glanced at the code price tag and volunteered the information that I could take the mount for $165. These cuts in price were made without any request or suggestion on my part!

I then inquired about the condition of the machine and learned that it had just been "overhauled," whereupon I made a hasty examination and found considerable "play" in the head and front hub besides other minor troubles which were evident. I had no intention of buying the machine, of course, and when I turned to leave, one of the salesmen told me that I could save from $25 to $40 on any brand new 1914 model by dealing with his company. As I personally knew one of the New York dealers, I mentioned the line he handles and was assured that I could save at least $25 on one of those machines.

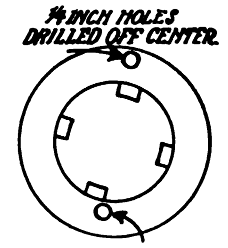
Now, this exchange house may be regarded as a sub-agent by some representatives of standard motorcycle lines in the city, but it strikes me that such an arrangement is an example of poor business. These folks do not display any new models; they put up no deposits on a season contract; they boost no particular make of motorcycle; instead, they really live off the regular dealer's business by splitting profits with the customer. It seems almost inconceivable that any dealer should be so near-sighted as to sell this house at a discount, as he simply cheats himself of the legitimate profit on a sale earned by his machine, or by himself. The company referred to buys his make of machine only when it is specified by a customer, so the dealer gains nothing—in publicity or otherwise—by such a transaction. The dealer is also lessening his chances of getting future business because the purchaser will tell his friends to "buy where I got this machine and save money."

Now for the rider's viewpoint: The rider who buys of such a house gets no worse than he deserves if he encounters trouble, for he can see at the time of his purchase that the house carries no parts, nor is there any assurance of good will or service given—as is the case with the authorized dealer. The rider cannot go back to this house for adjustments on his machine, nor for replacements of defective parts, as in all such sales the clause in the manufacturer's guarantee, reading "when sold by a regularly authorized dealer," would certainly eliminate any grounds for a comeback. Neither can the rider expect advice or any one of the numerous other advantages to be found at an up-to-date and authorized motorcycle agency. Therefore—*caveat emptor!*

I have spent much time among riders, have sold motorcycles myself and possess a general knowledge of the essentials for a successful business and must admit that the sales system I have just described is one of the most unsatisfactory I have ever encountered, from the dealer's viewpoint. The dealer who maintains a store, struggles to keep his bills paid and to deal fairly with both factory and rider is entitled to some consideration and in order to get it he must co-operate with his fellow dealers. The house I have referred to could not obtain new motorcycles to be sold at cut rates if the dealers would put their heads together and see the foolishness of going on with such an arrangement. Organization in the true sense of the word will do the work; nothing else can.

LUBRICATING THE CLUTCH

Charles G. Purnell, 1823 Locust street, Pittsburgh, Pa., contributes the following interesting letter: "Having profited by several of the mechanical pointers offered in the columns of MOTORCYCLE ILLUSTRATED by readers, I have decided to do my part by passing along a tip which may prove of value to users of 1913 Excelsiors. The clutch (Eclipse) on this machine gave me good service, but I worried a good deal about the lubricating and finally hit upon a novel scheme. I took out the eight discs and had two ¼-inch holes drilled in each disc, off center. The latter arrangement was so that one hole would not spread the lubricant over the same surface covered by the other. By having one hole near the outer edge of the disc and the other near the inner edge it was possible to have the whole surface provided for. By using a good grease combination I obtained entirely satisfactory results; in fact, I believe the clutch now works as well as the improved 1914 model, and if anything a little softer when at low speed.



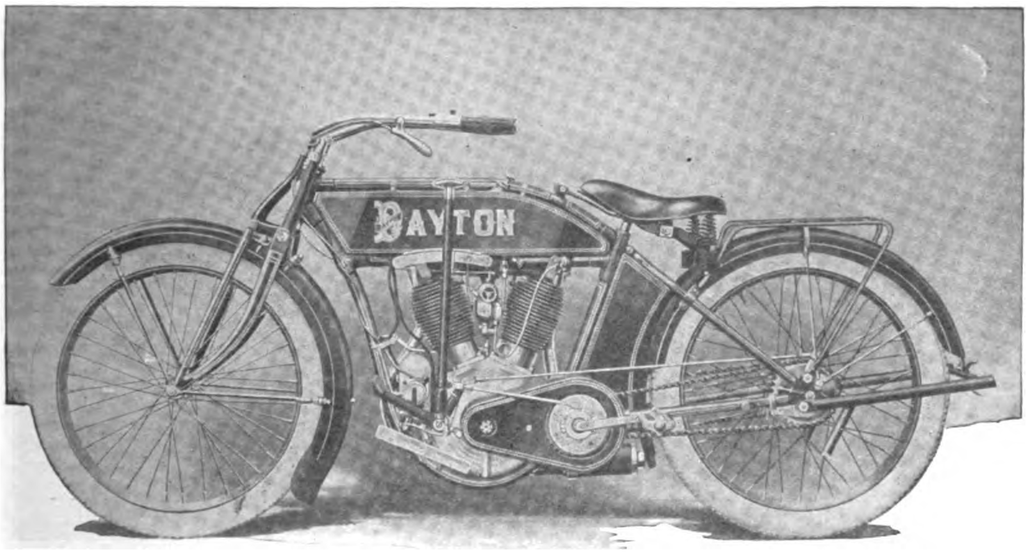
"If this plan is followed it will be necessary to tighten the tension plate which holds the spring a trifle, or the increased lubrication is likely to cause slipping and consequent heating of the clutch. If the clutch is allowed to become heated it will burn out the grease and defeat the whole plan. To have the holes drilled it will probably be necessary to call upon some person having a knowledge of treating steel to take the temper out of the discs. After they have been drilled they will be carefully re-tempered of course. I believe any good blacksmith can do this work satisfactorily.

"On hills where I formerly had to loosen up the clutch I can now go up with it fully in contact, and when riding on the level I can attain the same speed as in the past, thus proving that the clutch holds as well as ever. I have ridden my Excelsior over 200 miles since making the change and wish I had tried the experiment long ago."

OVERTON THE BICYCLE MAN
REPAIRS THE BEST SELLS FOR LESS
C. OVERTON
MOTORCYCLES AND BICYCLES
517
RAMBLER
BICYCLES
THEY NEVER WEAR OUT
519
GOOD
REPAIRS
WHY
SECOND HAND
MOTORCYCLES AND BICYCLES
BOUGHT, SOLD AND EXCHANGED

At the Left the Indian Agency in Mobile, Ala.; at the Right the Headquarters of the Overton Byrne Motor Co., Henderson Agents.

The Clarksburg (W. Va.) *Exponent* is now using a motorcycle with good results in making hurry calls for news throughout the city, and will soon purchase other machines.



DAYTON TWO SPEED

This type of the Dayton adds to the already proven *pleasure, ease of riding,* and *safety,* which has been so true of all Dayton motorcycles. The ability of this model to meet all riding conditions smoothly, gracefully, and without effort makes it the ideal motorcycle for you to own and ride.

The Dayton two-speed is not a separate attachment. It is not going to be continually working loose and causing you trouble. It means no extra upkeep expense. It is a real part of the Dayton and fits in perfectly not only from a mechanical standpoint, but also from the standpoint of giving service—in developing speed and assuring you smooth, velvet-like, comfortable, noiseless riding.

The Dayton two-speed starts smoothly whether from level or on an incline. In congested city traffic you can advance as slowly as you wish by shifting to low gear. Operates exactly as the highest priced automobile. When extra weight is being carried, as with Side Car, Tandem, or in Commercial use, extra power can be obtained at will.

Exclusive Dayton Features Included in the Two Speed Model

(1) **Dayton Rocker Spring Fork**

(2) **Dayton Spring Seat Post**

(3) **Davis Band Brake**

(4) **Dayton Combination Gasoline and Oil Tank**

DAYTON MOTORCYCLES

"Ride Right"

have advanced in every possible way, aggressively, steadily. Wherever we have found any motorcycle innovation to be practical, that innovation has been carefully developed to measure up to the Dayton standard. Where it has proven in actual service tests to be correct—we have built it into the Dayton.

In a factory covering 15½ acres of floor space and employing 2,000 men, all Dayton motorcycles are built. In this factory we build almost ⅓ of the total bicycle output of the United States. The energies of the cycle engineers who have carried on this mammoth work are behind the Dayton and its every new feature.

DAYTON 1914 PRICES

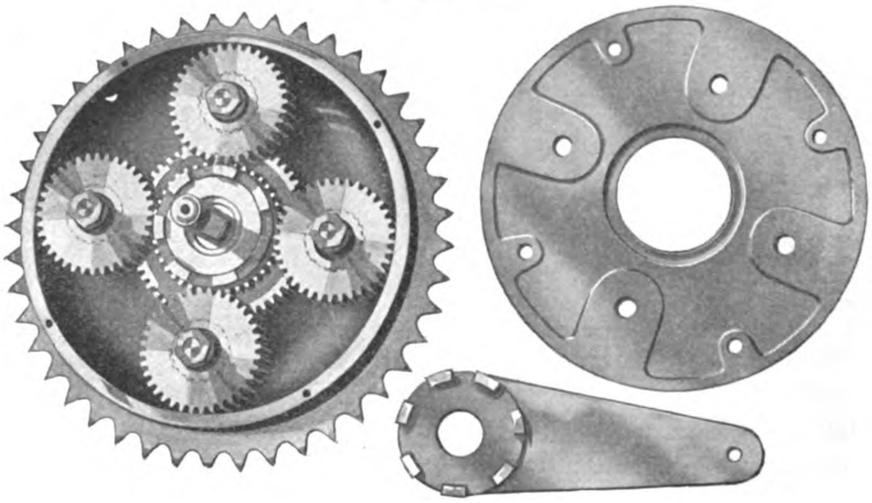
7 H. P. Single Speed	**$265**
9 H. P. Single Speed	**$275**
7 H. P. Two Speed	**$290**
9 H. P. Two Speed	**$300**

Dealers—Dayton Territory is going fast. Your wire or special delivery today will put you in touch with the Dayton Proposition completely.

DAVIS SEWING MACHINE CO.

Established 51 years ago

Dept. B **Dayton, Ohio**



TWO SPEED

ECLIPSE

We are now shipping

ECLIPSE TWO SPEEDS

For 1913-1914 Henderson Machines

Will deliver TWO-SPEEDS for Excelsior, Dayton and DeLuxe, March 10th to 15th

---

Watch this space for announcement of other machines which can be TWO-SPEED equipped as the season progresses. ***Place your order now to insure prompt spring delivery.***

ECLIPSE MACHINE CO., ELMIRA, N. Y.

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Western Representative
H. G. JACOBS
1220 First National Bank Building, Chicago.
Telephone, Randolph, 1022.

MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY—SECOND FEBRUARY NUMBER—FEBRUARY 19, 1914

DEALERS who try to meet opportunity at least halfway are getting busy, fully appreciating that what they do now will largely determine whether they are going to make a positive success in 1904 or, as one of the leading manufacturers puts it in a letter to his dealers, "sit idly in your store and watch your competitors glean the harvest."

Factories Have Their Limitations

The manufacturer in question is not the only one whose daily production of machines is limited by factory facilities. As a matter of fact, this limitation applies to every manufacturer, and to most of them more than to the few who can produce in extraordinarily large quantities under emergency conditions. Even the latter cannot accomplish the impossible, namely, make and deliver practically an entire year's supply in a few weeks or even a few months. To sum up, in order that the 1914 season prove a successful one for the sale of motorcycles there must be reasonable co-operation on the part of the dealer, said co-operation consisting principally in placing orders for deliveries far enough in advance to afford the manufacturer sufficient opportunity to anticipate the rush of the active selling season.

Another Important Point

It takes just as long to make a motorcycle in April as it does in December, January or February. If a manufacturer is forced, in the Spring, to strain his facilities, careful and accurate assembling and painstaking, thorough road testing are not always possible. The manufacturer who has achieved a reputation and is anxious to maintain it desires to have each machine go out of his factory in perfect riding order, ready for immediate use on the road, whether in the hands of an expert or a novice. It goes without saying, therefore, that the early birds among the dealers, those who are ordering machines now, are not only sure of prompt deliveries, but also of perfectly made and thoroughly tested machines, machines turned out when their manufacturers are not working at too high a pressure, machines which will give their purchasers complete satisfaction and cause the dealer a minimum of trouble.

Arrange For Deliveries Now

Dealers who expect to take care of their trade in the right way, if they have not already arranged for deliveries, will do so immediately. The wise dealer knows that a large percentage of his sales depends upon his ability to deliver machines. Thousands of sales have been lost because dealers, even in cases where purchasers have money ready to buy, were in many instances unable to promise deliveries. The prospective purchaser expects even more today than he did two or three years ago, that is, in nine cases out of ten he wants a machine right away. If he is asked to wait even a few days until his dealer can get a machine for him, he is likely to pass up that particular machine, much as he would like to have it, and purchase from another dealer who is in a position to satisfy his requirements without delay.

Dealer In Position To Know

We have made this statement before, but we cannot repeat too often the warning that unless specifications for deliveries on future dates are placed with the manufacturers now, it will not be easy, and it may be impossible to get machines when they are needed. Of course, there will always be motorcycles obtainable, but these may not be the machines you, Mr. Dealer, may want to handle. By this time the average dealer should be in a position to roughly estimate his requirements for the Spring season. Why not sit right down now and write your manufacturer, specifying machines for delivery in certain quantities on certain dates, for example; a certain number of machines March 1, a few more March 15, a goodly number April 1, and so on, covering your requirements.

First Come, First Served

The man who waits until March 15 to specify for delivery machines he wants on March 20, or even March 25, to be reasonable, is certain to be disappointed. The natural result will be a dissatisfied customer and, in all likelihood, a lost sale. Manufacturers make it a point to deliver in the order in which specifications are received, first come first served, and no favorites. Orders are stamped with the date and hour of receipt and filled in the order of their arrival at the factory.

The Way To Co-operate

All of the above is simple enough and should be self-evident. But, unfortunately, there are still hundreds of dealers who do not seem to fully comprehend that even the largest factories have their limitations. These factories cannot be expected to run full time in Winter in order to prepare for conditions which cannot be safely predicted before the season opens. The dealer is in a better position than is the manufacturer to estimate on the season's demand. He is on the ground and able, if he wants to, to get first-hand information from prospective purchasers themselves. The least he can do to co-operate with his manufacturer is to put forth every effort to close each possible sale as soon as he can, send in his orders with the same dispatch and, generally speaking, try to make his business an all-the-year-round proposition.

Clinch Every Possible Sale

A final word: Dealers, do all your possible selling now. Don't put off until April or May a single sale, no matter how sure, which can be made at this time. In the end, the purchaser will be better pleased to have his machine earlier, and you will have improved your own situation through having properly co-operated with your manufacturer.

WHO WANTS THIS ENTHUSIAST'S CASH? IT'S GOING BEGGING!

New Yorker Is Ready to Buy Motorcycle and Sidecar, But Says No One Appears to Be Interested in Him

JOSEPH HAMLIN PHINNEY, an advertising pecialist, located at 148 West One Hundred and Eleventh street, New York City, submits an unusually interesting letter with reference to his efforts to obtain information from manufacturers and dealers upon which to base his selection of a motorcycle and sidecar.

"I am a motorcycle 'bug' (prospective)," writes Mr. Phinney, "with ready cash to purchase a motorcycle and sidecar, and all the fittings, and with an open mind so far as a choice of machines is concerned. Being an advertising man of logical turn of mind, I sent for catalogs of the leading makes, naturally thinking that I would receive in connection therewith full information from the manufacturer concerning local agents, etc. I believe I sent for six catalogs, and if I remember correctly I received but two. I received possibly three letters specifying local representatives, and there the matter rested, so far as both manufacturers and agents were concerned. I have not received a letter or a call from any agent."

Mr. Phinney states, in another part of his letter, that he and Mrs. Phinney attended the New York show with a view of inspecting the new models, "with receptive minds and a purchasing inclination," and that he made the rounds of all booths without having his name and address taken. He asserts that he left the show still determined to buy a motorcycle, but with no clearer idea of what he needed than before making his tour of inspection. Mr. Phinney reports that he wrote to four advertisers of catalogs pertaining to motorcycle supplies, and that he has not yet received a reply.

It is all inexplicable to me," writes the New York advertising man, "for in my profession I diligently strive to obtain the cooperation of dealers as a result of my efforts in behalf of clients. I feel that manufacturers and dealers should have a perfect understanding of their mutual interests so that both may profit by any business that is developed. If the conditions I have described obtain throughout the whole motorcycle trade, I am at a loss to understand the success of the field. Judging from my experience, there is no motorcycle dealer in New York who wants my cash badly enough to exercise as much as 5 per cent. of the energy to obtain it that I have already exercised in willingness to spend it."

NEW JERSEY CLUB'S ENDURANCE TRIAL

Seventh Annual Run of the Newark Organization Is Scheduled for Decoration Day and Riders Will Go to Baltimore by Way of Philadelphia and Washington.

SINCE the installation of the new officers of the New Jersey Motorcycle Club, of Newark, the interest of the members in club affairs has been revived.

On February 8 the club held its midwinter economy run, which was won by P. M. Bohsen, on an Excelsior. Each rider was allowed a quart of gasoline, and Bohsen covered 22.1 miles before his fuel supply gave out. Although he did not equal the previous record of his brother, Andrew Bohsen, his performance was considered exceptionally good in view of the fact that he rode against a strong cold wind. W. Ed. MacDougall, of the Harley-Davidson agency, was second. On Washington's birthday the club will hold a run to Newton, N. J., and two days later the annual dance will be held at Berkeley Hall.

The club is also planning for a series of lectures to be given by experts in the trade. It is the aim of the officers to give the members something of practical value, and it is believed that if specialists in the various branches of the motorcycle trade can be induced to explain the operation and maintenance of parts and accessories, the riders will be greatly benefited.

The club is also planning for its annual two-day endurance run to be held on Decoration day and the day following. The exact route has not been decided upon, but the present plans call for a course of 442 miles, with Baltimore, Md., as the turning point. The committee in charge states that a schedule of 20 miles an hour will be maintained and they plan to have the route lead from Newark to Trenton, via Freehold, and then to Philadelphia, which will be the noon control. Continuing on the Pennsylvania side, the contestants will go to Baltimore by way of Washington, D. C., covering in all 218½ miles for the first day's riding. Leaving Baltimore at 6 a. m. the endurance riders will travel by way of Connowingo to Coatesville and Norriston, the noon control. On the last lap to Newark the rider will pass through Trenton and White House and the distance to be covered on this day is 224.1 miles.

BILLINGS SOCIABILITY RUN

Billings, Mont.—Twelve members of the local motorcycle club participated in the recent sociability run to Absarokee. The distance both ways was 130 miles. The first forty miles of the route is over the Yellowstone Trail, a part of the proposed National Highway. The riders gathered at the Wigwam—it was an Indian outing—at 9 a. m., and by 11:45 they had reached Absarokee. Then followed a dinner at Jay Hotel, and after the invigorating ride it goes without saying that the Billings roadsters did full justice to the meal. Before returning home the riders made a trip to the proposed site of the new club home to be built in the spring.

Most of the riders in this section have been using their machines all winter. In the first place, they are hardy riders and probably would use their mounts if the weather were bad, but there has been no necessity for enduring hardships other than those which are present during the entire year. Although winter storms have been raging in the country about here, this section has been almost wholly free of any real winter weather.

There are three dealers in Billings and the Harley-Davidson, Excelsior and Indian lines are represented. All report increased sales and a number of new prospects are in line for early spring delivery. The Indian agent reports that he sold six machines within a week after his demonstrator arrived.

SICILY EXPOSITION

Washington, D. C.—From the American Consulate at Sicily, comes an announcement that the recently-organized Automobile Club di Sicilia proposes to hold an automobile and motorcycle exposition at Palermo, on April 12. All types of foreign pleasure and commercial cars, motorcycles and accessories will be admitted. One of the chief provisions is that all display machines must be new, unless they have won some popular competitive event. American motor vehicles are used to a great extent in Sicily and the consulate urges American manufacturers to be represented in the Exposition.

BROOKS ON THE ROAD AGAIN

Charles F. Brooks, of the Twentieth Century Manufacturing Company, 422 Ogden street, Newark, N. J., is making a five-weeks' trip through the Middle West in the interest of the Twentieth Century lamp line, which includes the Fairy tail-lamp for motorcycles. Indianapolis and Cincinnati are among the more important cities included in Mr. Brook's itinerary.

W. A. Langley
1226

The Establishment of W. A. Langley, Yale Agent in Sacramento, Cal.; A. C. Mackrodt, Yale Traveler, is Seen at the Left, Langley is in the Center and J. S. Tormey, Henderson Branch Manager, at the Right.

LATE NEWS OF INDIANAPOLIS AGENTS AND CLUB WORKERS

INDIANAPOLIS, IND.—George E. Covert, Indianapolis distributor for the Reading Standard, has just succeeded in placing several machines in the great Eastern Telephone Company's trouble department. He is also assured of another order from this company in the near future. Mr. Covert obtained this order after test had been given three of the machines by the Central Union Telephone Company of this city. Mr. Covert is an excellent repairman himself and has one of the best-appointed shops in the State. The firm has contracted for forty machines to supply their fourteen counties in Central Indiana.

Whitmer Rejoins Westing

E. P. Whitmer, well known over the State of Indiana as a motorcycle and accessory salesman, has rejoined the sales force of the G. H. Westing Co., Indianapolis distributor for the Indian, as sales manager. Mr. Whitmer has been on a vacation for several months, during which time he became a benedict, marrying one of the leading society girls of his home town, Seymour, Ind. "Whit" is very popular with the trade throughout the State.

Detch Is a Motorcycle Veteran

The George C. Detch Co., of Indianapolis, agent for the Merkel is located in fine new quarters at 237-239 Massachusetts avenue. Mr. Detch, general manager of this firm, is the oldest motorcycle dealer in the State and has the distinction of introducing the first American-made motorcycle in Indianapolis. Thirteen years ago Mr. Detch attended the Chicago Cycle show and saw his first motorcycle, a 1¼ horsepower Thomas "Auto-Bi." He learned to ride the machine in the show building and rode it home. He has been actively engaged in the game ever since and has contracted for fifty Flying Merkels to supply the eight counties he represents.

Miami Plant Is Busy

The Miami Cycle & Mfg. Company's branch in Indianapolis is running to capacity now and about 25 motors are being turned out from the plant each day. It is expected that it will soon be necessary to increase the staff in order to keep abreast of the demand for the Yellow Jackets. The plant in this city is proving a very valuable auxiliary to the main factory in Middletown, Ohio.

Dipple's Fifty Nearly Gone

"I have contracted for 50 Harley-Davidsons and have nearly enough prospects in view to dispose of all the machines," said Harry Dipple in a recent interview. Dipple has his Harley-Davidson headquarters at 528 Massachusetts avenue, and is justifiably proud of his up to date repair shop and salesroom. He has handled the Gray Fellow for several years, and is especially keen after municipal business. Not long ago he sold 18 machines to the Central Union Telephone Co. for use in its trouble department, and the Indianapolis Light and Heat Co. and the Indianapolis Water Co. also mount their men on Harley-Davidsons. One of the drawing cards at Dipple's establishment is a lounging room for riders. Last season he disposed of 75 machines.

Merz as a Mud-Plugging Scout

Just to show that he can do something besides win road races Johnny Merz, Indianapolis agent for the De Luxe and Pope motorcycles, recently led a band of mud-pluggers on a run to Porter's Cave, near Martinsville. Soon after the boys started it commenced to rain and the road became a sea of mud, but nothing daunted Merz kept the plucky squad on the trail and completed the trip in good time. All the riders were back in time to take part in a rehearsal for the club's minstrel show which is slated for February 19.

The Merz Motor Co., has a commodious headquarters at 421 Massachusetts avenue, where a number of motorcycles are always on display. An up-to-the-minute repair shop is a feature of the establishment. It is said of Merz's store that once you enter it you will not leave without buying a motorcycle. If John can't sell you one Miss Bronson, the firm's secretary, will. Miss Bronson, by the way, is credited with selling [illegible] three of the fifty motorcycles which were placed by the company in 1913.

Stolen Machines Recovered

Indianapolis is rapidly gaining a reputation as a bad place in which to steal a motorcycle, because of the fact that three machines recently taken have been recovered within a month. A Harley-Davidson mount belonging to Joe Hauselman, a post-office messenger, was stolen from the fairgrounds and there was no clue to its whereabouts until it was recovered at Akes, Ind., through an advertisement which appeared in MOTORCYCLE ILLUSTRATED.

Another machine was stolen from Charles Warner on a Friday night and on Sunday morning it was recovered by members of the local club who had scoured the city all day Saturday. The third machine to disappear belonged to Louis Benjamin, of the Indianapolis *Star*. Not long ago this mount was found at Rensselaer, Ind. It seems that these machines were taken by country boys who had gone "motor mad" and lacked the money to buy motorcycles. The local riders have decided that locks are cheaper than motorcycles, and they are being used regularly now.

Hope to Stage Speedway Race

The rejuvenated Indianapolis M. C. has become very ambitious and is laying plans for a 500-mile race to be staged on the famous motor speedway. Negotiations will be entered into with the owners of the speedway as soon as possible and means of raising the necessary funds are under consideration. No date has been selected as yet, but it has been hinted that July 4 will be decided upon. It is the club's intention to offer a first prize of $1,000; $500 for second place; $250 for third, and $100 for the fourth finisher. It is argued that these fat purses will attract some of the best men in the motorcycle racing game, and that the big contest would result in putting Indianapolis on the motorcycle map to stay.

MARYLANDERS ARE INDIGNANT OVER MALOY BILL

Measure Providing $25 License Fee for Motorcyclists Breaks All Records for Unreasonableness

BALTIMORE MD.—There promises to be a lively time in the General Assembly at Annapolis when the bill introduced by Senator Maloy, providing a license fee of $25 a year for motorcycles, is taken up. News of this measure dropped like a bomb among owners of motor two-wheelers, and for a time it was regarded as a joke. But they soon realized that it was a serious proposition and steps were taken to contest the bill. The motorcyclists will be assisted by the automobile owners, who are also hard hit by the proposed law.

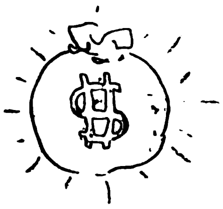
The bill has been severely condemned on all sides and it is argued that, should the measure go through, it would serve to decrease rather than increase the state revenue. Motorcyclists are unanimous in their declaration that they would sell their machines rather than pay such an unreasonable fee, and many automobilists state that they will do likewise. From latest reports, it appears that the bill will be sidetracked, but the motorcyclists are determined to be on the alert. The measure was made more ridiculous by the subsequent introduction of a bill providing for a state loan of $6,000,000 with which to improve the roads of the state.

Maryland M. C. Banquet

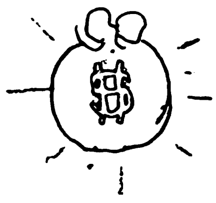
As usual, the annual feast of the Maryland Motorcycle Club, held February 11, was a huge success. It was the fourth of its kind, and practically the entire membership of the club was on hand. After the banquet had been served, speeches were in order, Daniel C. Joseph, the club attorney, and Howard A. French, being the chief speakers. French put the boys in high spirits with his reminiscent talk of the accomplishments of the club, while Mr. Joseph dwelt upon the Maloy license bill and urged the club to fight it. President Frank O. Boyd acted as toastmaster.

New Clubhouse Open

The new clubhouse of the Baltimore M. C., at 1618 Frederick avenue, was opened last week. The members held a housewarming, and at the same time elected their officers for the year, as follows: J. C. Myers, president; J. F. Widge, vice-president; J. A. Dunn, treasurer; W. I. Fredick, secretary; H. Knust, captain; B. C. Auer, color-bearer; S. A. Sassman, first lieutenant; J. F. Widge, second lieutenant; C. H. Bokemeyer, press agent; J. M. Curl, sergeant-at-arms. The club will hold a 200-mile endurance run when the season opens, the date for which will be announced later.



HOW I CLOSED MY MOST DIFFICULT SALE



SIX more motorcycle dealers tell the stories of their most difficult sales in the letters which follow. All are interesting and several describe genuine difficulties, the latter phase being one which has been overlooked entirely by many contributors. The contest called for letters describing the MOST DIFFICULT sales and on that basis the prizes will be awarded.

The contest closes at noon on Saturday, February 28. To be eligible your letter must be in this office at that time. For the best letter by a dealer describing his most difficult sale, $25 will be given; for the second best, $15; for the third, $10. Those who do not win prizes but whose letters were published will receive a year's subscription to Motorcycle Illustrated. The winners will be announced in the March 5 issue, and their letters will be republished. There is still time to submit a letter, and your chance is as good as anyone's.

IT REQUIRED A LOT OF PATIENCE TO CONVERT A FIDGETY M. D.

He Was Nervous and Hard to Please and Bringing Him Around to a Purchase Was a Slow Process

By M. E. Harding, Topeka, Kan.

IN ORDER to get my "most difficult sale" described in 350 words, it will be necessary not only to read between the lines but between the words, as you might say. It was brought about something after this fashion. I will give the skeleton—you will have to imagine what came in between.

March 12, 1913, I mailed catalogs and letters to local doctors. Dr.——— called at my store. Sold him a bicycle four years ago. Very particular. Said he favored the "Merindiorson."

April 7—Met doc. on the street. Gave him copies of MOTORCYCLE ILLUSTRATED. Talked motorcycles. Doc. afraid of getting hurt.

April 10—Doc. called. Got more trade papers. I picked out ones that mentioned achievements of my make of machine.

April 18—Took Doc. riding. "Go mighty slow," he said. Is afraid of motorcycle. I offered him my old machine to learn on. Said he'd think it over.

April 20—Doc. called up. Had been investigating other makes of machines. Said he favored chain drive. Now favored the "Exindkelson."

April 25.—Disgusted with motorcycles; won't buy any make. Returned trade papers. I forced more trade papers on him.

May 15—Returned papers. Gave him more information.

May 25—Doc. has relapse of motorcycle fever. I explained and argued for two hours. I insisted that he ride my old machine. Refused, but said he would deal with me if he decided to buy.

May 27—Inspected new machine and tried to pick flaws in plating, rounded nuts, battered screw slots and just 4399 other things. His motorcycle must be perfect. He must see it uncrated. Must be the first to ride it.

June 3—Doc. phoned. I was out. I called. Said he would ride my old machine that afternoon. Same afternoon, 6 o'clock—I was all in. Told him he was getting along fine. He wouldn't buy. Said he'd try again next day.

June 4—Doc. ordered twin. No deposit; said he'd take it when it arrived if it looked good to him.

June 10—Machine arrived. Doc. watched it being uncrated. Kicked over a little chafe sustained in shipping. Took machine and gave check. Tried to ride and killed motor with the clutch. I instructed him and gave him a new start. Runs too slowly; kills motor again. I fixed the clutch to slip. Doc. got home. Awfully nervous but chances of recovery good.

June 12—Doc. wants to sell machine back to me. I talked. Told him he ought to try again. Said he would.

June 17—Thought motor wasn't running right. Wanted to trade for a machine I had in stock; no boot. I traded and the Doc. was satisfied. That's all.

DIPLOMACY LANDED A SALE WHEN THE CASE SEEMED HOPELESS

Another Dealer Held the Buyer's Deposit, But He Saved Part of It and Took the Machine He Wanted

By Gene Coughlin, New York City.

ONE bright but very cold day last fall I was just coming back with my sidecar combination from a demonstration, when a young fellow stepped up and inquired as to the possibility of fitting a sidecar to a certain machine, a make for which my firm is not the agent. I showed him how the sidecar would fit on the machine he thought of buying, and asked him to take a ride with me. After some coaxing he consented, but with the stipulation that I was not to "talk my machine" to him, as he had placed an order already and put down a deposit of $25. He said that he was not interested in anything but the sidecar.

I followed his warning in general, but took him up some severe hills in the neighborhood, demonstrating the flexibility of the motor and clutch by starting from a standstill on the middle of each hill, and then drove him to our agency. He showed signs of being interested, and, although again stating that he had ordered a machine and paid a deposit, was willing that I show him how simple my machine was. I practically took the motorcycle to pieces and built it up before his eyes, and all I could get out of him was that he would "be back the next day." Just as he closed the door he said that he might try to get his deposit back from the other agent, but I didn't bank much on that, knowing the agent.

The next day back he came, and the first thing he said was that he had not been able to get back his $25 deposit. I may as well state here that my machine cost $25 more than the one he had ordered. So I took him out for another ride and followed this with a good talk on accessibility, etc. He said that he would take the machine if he could get his deposit back, but not otherwise, and left. In two days more he returned with the same story, that he could not get the money returned to him, even though he had said that his doctor had forbidden him to ride. He said that it looked as if he was tied to the other machine, but I persuaded him to go once again to see the other agent, and he returned that evening with $12.50 which the agent had returned to him. The other $12.50 was to be returned if he brought in a customer, said the agent. I got his deposit and next day he had one of our machines.

A STRAIGHTFORWARD BUSINESS APPEAL SOLD THIS MACHINE

When Jones Saw How Easily He Could Save Time He Decided That a Motorcycle Was Really Worth While

By Henry F. Pardon, Owensboro, Ky.

MR. JONES was thinking of buying an automobile and had not considered a motorcycle until he saw my advertisement in the daily paper, which started off something like this: "Motorcycle the cheapest mode of travel; 80 miles to a gallon gasoline, over give and take country; has run 100 miles to the gallon over smooth road." The next time Mr. Jones passed my store he saw two shining motorcycles in my well-kept show window. He came in and I soon started to talk motorcycles to him. I told him all about the make of machine I was handling, dwelling upon its simplicity, economy and durability. Then I asked him to take a ride, but he said he didn't "think it would be right for him to ride on one of those things."

This was a stiff argument, but I told him that many men of importance were riding motorcycles. Finally he said he had no more time to talk and I said, "How about this afternoon at 6 o'clock?" He agreed to make a trial then and I was on the spot at the appointed time. I took him home on the machine, but that was as far as I got.

Competition certainly helps. While I had Jones out for the ride another agent saw him and proceeded to go to him the next day and knock my machine. This agent also offered a machine at a greatly reduced price. All of these things helped to get Jones interested; to make him think a motorcycle was worth while. A week passed and I had not landed Jones. Finally I went to see him and his office boy said he had gone to Livermore, a small town 22 miles away from Owensboro. I knew that he could not get back by rail until night and that he must lose a day.

Without delay I rode to Livermore and found Jones. He was anxious to get back home and was quite willing to jump aboard my machine. We reached home in an hour and ten minutes, over some pretty steep hills and with both of us in the machine. We had a little spill in some sand, but neither of us was in the least injured. That spill made Jones understand that a fall from a motorcycle does not often seriously hurt a rider, and he laughed over it. Jones wanted to pay me for my trouble, but I refused to take any money and explained that I had simply wanted to show him how my machine behaved. Then Jones offered me $200 for a machine, and the price of the motorcycle he wanted was $275. I told him that I could not afford to do business in that way and that a reliable dealer who really looked after the interests of his patrons must get the regular price for every machine sold. Jones finally saw that I was right and bought a twin, paying the full price for it.

A HILL-CLIMBING WAGER SAVED A SALE WHEN ALL ELSE FAILED

The Dealer Offered to Buy the Prospect a Suit of Clothes If His Machine Failed—But It Didn't

By C. Batchelder, Swampscott, Mass.

WHILE talking with one of my customers one Saturday afternoon last July, he said that a friend of his expected to buy a runabout. I inquired as to the friend's address, which was given to me, and that afternoon I called on him with a view of selling him a motorcycle and sidecar, an outfit which I had in stock. I went up to his home with the machine and sidecar and told him I had heard that he was thinking of buying a runabout. I then asked him if he had considered the motorcycle and sidecar outfit and explained how much less the cost and upkeep would be with the latter. He said that he had thought about the combination; in fact, he admitted that he liked such an outfit, but said that his reason for not buying it was its inability to climb all the hills. He named one hill—a corker—on which a number of twin motorcycles without passenger attachments had been stuck.

My machine, however, was fitted with a two-speed and I was confident that it would climb any grade in the neighborhood—even the hill he mentioned. I persuaded him to call at my store that evening and there I explained to him the advantages of a two-speed and told him that with a two-speed machine he would have no trouble in climbing the steepest of hills. All my arguments were of no avail, and, driven almost to desperation, I said I would wager the best suit of clothes in town, against his buying the machine and sidecar, that I could climb any hill in the vicinity, including the sticker referred to. I agreed to carry him on the tandem seat and his wife in the sidecar.

He was just as quick to take up the bet as I was to make it and said that he thought it was a good opportunity to get a new suit of clothes free. The trial was held on the following morning.

When we reached the bottom I was traveling on high speed and knew that the machine would go only about one-third of the way up on this speed. One-third of the distance of the hill, the machine came to a dead stop, but as soon as I shifted to low speed the machine shot ahead like a flash. On reaching the top of the hill I returned to the bottom and made the climb twice more, just to prove how easy it was. I then took them for a ride of twenty minutes or more about the city, at the end of which we returned to my store. The prospect then made out a check for the motorcycle and sidecar and he has since been a very consistent rider.

WHEN HIS HORSE DIED THIS PROSPECT CAME TO HIS SENSES

Realized That He Needed a Sturdier Mount for His Trips and a Motorcycle Saved the Day

By Charles Cleveland, Earlville, Ill.

MY most difficult sale was made in 1912 when I was operating as a sub-agent. During 1911 and part of 1912 I had been trying to sell a machine to a farmer boy. I knew that he really wanted one, for he had owned an old Torpedo 2½ horse single and now wanted the latest. I took him on behind my machine several times, and he seemed to like it just fine; still he held back his reason for not buying.

Finally I gained his confidence and he told me that he had a girl and that he did not consider a motorcycle quite the right thing for two. Then a friend and I, each with a girl on our tandem seats, went out to see the prospect. This looked good to him, but still he would not give me his order. He said that he had a horse and buggy on his hands and the horse he did not care to part with.

I dropped the question for a while, just casually reminding him that he ought to have a motorcycle, for his girl lived twenty miles from his home and that distance he drove every Sunday and came back next day. One Saturday night in September I met him and he told me that he had killed his horse by overdriving on a hot Sunday the week before. Then I got busy.

I explained to him how cheaply he could run the machine and impressed it on his mind that neither heat nor cold would harm it, and that he could go and see his girl and come back the same day. He then said "Gosh! order it." I sold him a twin machine, fully equipped. He is now a good motorcycle booster and his wife rides on the tandem seat.

HOW THE SCHOOLMASTER'S JOB WAS SAVED IN THE NICK OF TIME

The School's Bad Boy Was Making Trouble But a Motorcycle Soon Worked Wonders in Reforming Him

By James F. Cameron, Lebanon, Tenn.

I HAD been trying to sell a motorcycle to a country school teacher who had to walk about two miles every day to his one room school to teach, but as far as I could see, had not made the slightest impression upon him. He had a settled conviction that he could get far more service out of a horse.

From our several conversations, I learned that, owing to the enmity of one of the largest boys in school, a sort of leader of the others, his position was not at all secure as he had had word from the trustees that if his work did not improve, and if better order was not kept, they would have to get a new man.

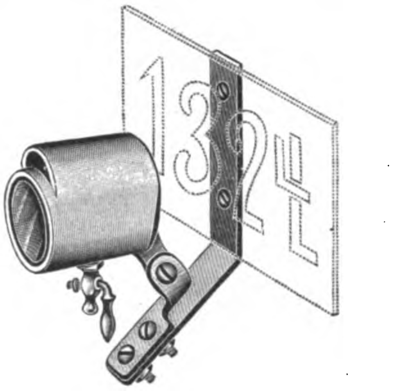
I found out where the boy lived and happened along one morning just as he was starting to school and offered him a ride. As he had seen but one or two machines before, I had to do some coaxing to get him on, but at the end of the ride he was delighted. On the way, I told him his teacher was thinking of getting a machine and might give him some rides.

The next time I went to see the teacher he consented to let me show him how to run the machine and within a week I had sold him a twin with a good luggage-carrier on it.

After several days, I rode out to see how he was getting along and found him just starting out with his old enemy on behind. I took a short ride with them and after he had left his passenger at home he told me that the machine was the best investment he could have made, as aside from the pleasure and use he got from it, it had saved his position, as the boy referred to was now working as hard for him as he had been against him.

TO DEAL DIRECT WITH TRADE

Peterson Brothers, of 1507 North Keystone avenue, Chicago, who have manufactured the popular Midget tail-lamp for several years, will from now on sell to the trade direct. Heretofore the company has handled its product through a distributing agency. It is believed that it will be possible to give more consistent service under the new arrangement and that the rapidly growing demand for the Midget lamp can be handled to better effect when the trade is dealing direct with the manufacturers.



The Midget Tail-Lamp

In addition to manufacturing the tail-lamp the company makes bicycle luggage-carriers and bicycle "stumps," or rests, which can be attached to the carrier in such a way as to provide a combination luggage-carrier and riding attachment. Motorcycle headlight brackets are also included in the company's line.

THRILLING HOUSTON ACCIDENT

The racing was brought to a spectacular close at a recent meet on the Houston (Tex.) motordrome when Walter Ferch struck the protecting board at the top of the oval and pitched headlong over the entire grandstand and landed outside of the structure. His whirl through the air followed an arc of more than 175 feet, and it is little wonder that the crowd was dumbfounded at finding him still alive. He was immediately rushed to the hospital, and at latest reports it was stated that unless internal injuries developed he will soon recover.

The coolness shown by Ferch during the accident was remarkable, and the fact that he was not killed is ascribed to his steady nerve. While shooting through the air at a terrifying speed he says he was figuring how he could land to avoid being killed. A day or so after the accident, while propped up in bed at the hospital, he begged for a cigar and asked friends how he looked while sailing through the air. The accident is said to have resulted from his striking the rear wheel of another machine while circling the saucer at a speed of 85 miles an hour.

HUMPHREY'S APPOINTMENTS

Toronto, Ont.—A. E. Humphrey, of this city, president of the Eastern Division of the Canadian Motorcyclists' Association, has made the following Committee chairman appointments for 1914: Competition, A. F. O. Johnston, Toronto; membership, J. M. Scott, Toronto; tours, hotels and repair shops, Alex McLean, Toronto; highway improvement, B. Allen, Hamilton; legal action, Herb Marshall, Toronto, and press, F. L. Dolson, Toronto.

President Humphrey's jurisdiction includes the Eastern half of the Dominion, while the Western division is presided over by G. A. Carruthers, of Winnipeg. Nelson Chambers, of Hamilton, is the chairman of the Board of Governors, which is made up of the two divisions' executives. The Board of Governors handles matters of international import and has legislative powers over the two divisions.

The membership of the C. M. A. is now 1,000. There are 7,000 riders in the Dominion, however, and it is hoped to gather in half of this number before the next annual meeting.

MOHAWK RUBBER COMPANY

Akron, Ohio.—The Mohawk Rubber Company has been organized in this city with a capital stock of $350,000. R. M. Pilmore is president, with C. D. Paxon, of Akron, vice-president, and M. E. Mason, secretary. The company has purchased the plant and equipment of the Stein Double Cushion Tire Company, of Akron.

AND WE'RE KNEE-DEEP IN SNOW

From Ned F. Place, manager of the Bicycle Garage, 210 Madison street, Tampa, Fla., comes the interesting photograph reproduced herewith. It shows a rider in the grounds of the Bellview Hotel at Bellaire, Fla., about thirty-five miles from Tampa over a fine paved highway. Bellaire is one of the most popular resorts for motorcyclists of Tampa and vicinity, and many social runs are made with that point as the destination. The Bicycle Garage folks are distributors for the Indian motorcycle line and also handle Pierce and Iver-Johnson bicycles.

GOLD WATCH FOR KARSLAKE

Oakland, Cal.—Frank Karslake, of this city, has received a gold watch from Walter Davidson, president of the Harley-Davidson Motor Company, as a token of appreciation of his ability as an endurance rider, he having won first place in a dozen or more such events. His latest victories, and those which moved President Davidson to make his generous gift, were the winning of the Oakland to Redding and return run, and the mid-winter run of the San Francisco club to Salinas and return.

PLANS UNDER WAY FOR INDIANA MEET

O. F. McLAIN, F. A. M. Commissioner in Indiana, is getting in touch with riders throughout the state with a view of making early preparations for the 1914 State convention. He has written to the following officers, asking their opinions as to the most suitable date for the gathering: E. P. Whimer, secretary; Charles Wyatt, treasurer; F. Stalnaker, chairman of the State Legal Action Committee; E. E. Stillabower, of the Press Committee; C. W. Zoller, of the Membership Committee, and John Kinney, state referee. Commissioner McLain is also working on plans for the holding of an endurance run at the close of the convention.

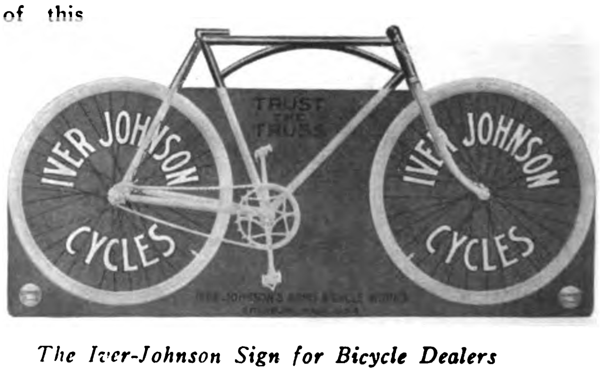
Prior to the convention, each county commissioner is expected to call a meeting of the F. A. M. members in his district for the purpose of electing delegates to the main gathering. McLain has urged the county commissioners to have elected only those delegates who will make it a point to be present at the state meeting. In all, 250 delegates will be elected, of whom, it is hoped, at least 200 will attend the convention. Present plans call for the holding of the meeting in Indianapolis.

"WILL FIGHT UNAIDED," SAYS CASTLE

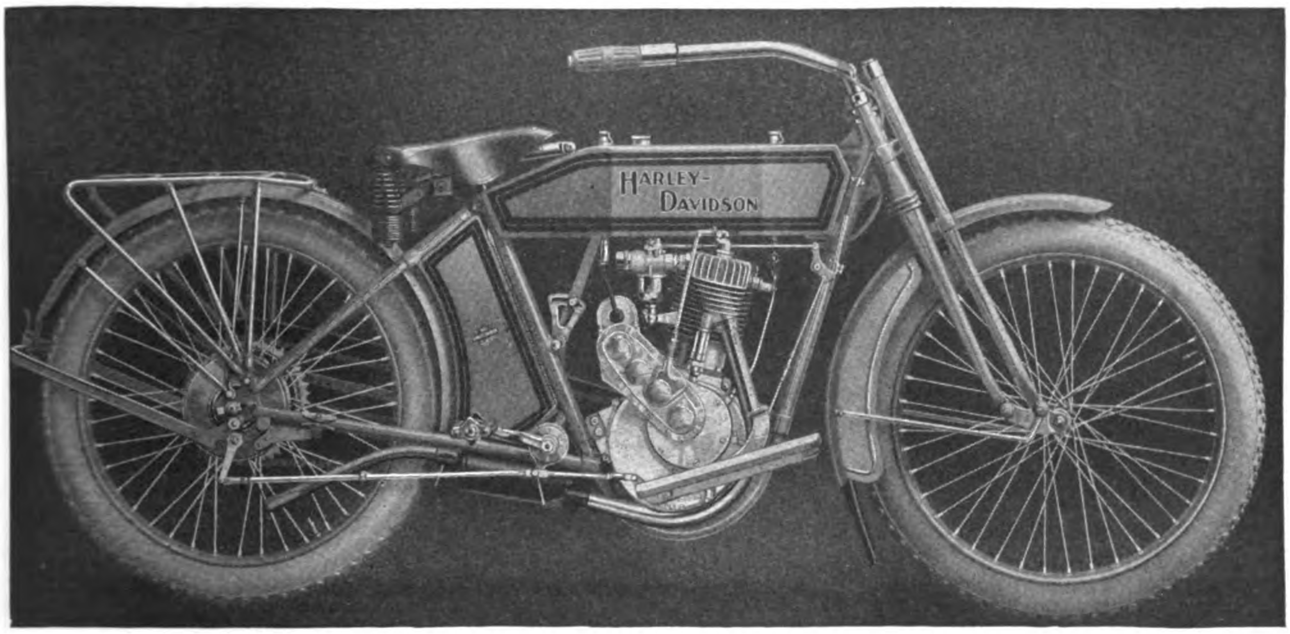
Atlanta, Ga.—Gus Castle, who has been engineering the fight against the bill calling for a $5 fee for motorcycle licenses in this state, announces that the estimated cost of the contest will be $200, and in referring to the appropriation made by the F. A. M. to aid in the work, he says that unless the Federation can offer more than $50 he is inclined to carry on the work independent of the national body. Castle believes that the Georgia State organization will be able to carry on the fight unaided. There are now about 1,500 motorcyclists in the state and Castle will ask each rider to give fifteen cents toward defraying the legal expenses. The F. A. M. recently appropriated $50 to aid the Georgians in their contest.

NEW IVER-JOHNSON SIGN

Iver Johnson's Arms and Cycle Works, of Fitchburg, Mass., has prepared an unusually attractive lithographed metal sign which is being distributed free of charge, and carriage free, to its bicycle agents, and as will be inferred from the accompanying illustration, the signs are in great demand. The lettering is in deep red on a background of vermillion, with the bicycle subject worked up artistically in steel gray. The sign is 20 by 9½ inches and is provided with a silk cord so that it may be readily suspended at any point of vantage.



The Iver-Johnson Sign for Bicycle Dealers



"Better Than the Best of the Rest"

PURL BARRETT, on a single cylinder Harley-Davidson, was the only rider to go through the Phoenix-Roosevelt Dam run without trouble.

The route was over "The Road of a Million Curves," the famous Government highway to the Roosevelt Dam, 80 miles of it a cliff-clinging trail.

The running schedule was 18 miles per hour, and the course was so severe that out of 11 starters, 3 machines were wrecked.

This was the first formal tour ever held over the Roosevelt road, and Purl Barrett's single cylinder Harley-Davidson was awarded a perfect score of 1000 points.

Harley-Davidson Motor Company

Producers of High Grade Motorcycles for More Than Twelve Years

651 C Street
Milwaukee, Wisconsin

MOTORCYCLE
MART
The Link Between Buyer and Seller

One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

FOR SALE.—Excelsior 1913 single chain; ridden less than 800 miles; equipment complete; condition guaranteed perfect. Will sell reasonably or trade for 1913 twin Excelsior or Pope in equal condition, and pay balance. J. E. S., care MOTORCYCLE ILLUSTRATED.

WANTED.—$140 for my 1913 "5-35" single Harley-Davidson (perfect condition), or will exchange for older model; one in poor condition preferred. G. Leslie Dougherty, Jerseyville, Ill.

BARGAINS IN SIDECARS.—All our unsold 1913 cars to be sold at less than one-half price. Write for our list. Illinois Motorcycle & Accessory Co., 1835 So. Sawyer avenue, Chicago, Ill.

"AK" SIMPLEX TANDEM for sale cheap, or will exchange for Presto outfit. Arthur Templin, Port Carbon, Pa.

FOR SALE.—1913 Indian single, $140; 1913 Excelsior single, $140; 1911 Merkel single, $90. Presto light and tank on each model; $25 accompanying order, balance C. O. D. Rene Fievet, 904 Monroe street, Sandusky, Ohio.

FOR SALE.—1912 Excelsior single, $75. This ad. will not appear again. Wallace Bucher, Schwenksville, Pa. R. F. D. No. 2.

BARGAIN.—1918 Excelsior, 5 h. p., run less than 500 miles; complete with Prest-O-Tank lamp, carrier with air cushion; cost $225; must sell; first $125 takes it. Henry Verkles, Cissna Park, Ill.

ONE 1913 Twin Indian 7 h. p. and one 1913 Twin Excelsior 7 h. p., excellent condition; will sell either for $150 or trade for diamond equal value. Lock Box 955, Providence, R. I.

FOR SALE.—Henderson 4 cylinder motorcycle; like new; $160. G. Wills, Canal Dover, Ohio.

FOR SALE.—Late 1913 Dayton; ridden only 175 miles; tires and machine like new; electric light; $195. C. T. Hatch, Coldwater, Mich.

FOR SALE.—1913 Twin Excelsior, like new, $15 Simplex tandem, with saddle; luggage carrier, new Weed tire chain, large pump, all tools; need the money; all for $160; machine run only 1,640 miles. Fred Powers, Rushville, N. Y.

FOR SALE—1913 model Indian, Presto tank, light and horn. Has been used less than 200 miles; never been off paved streets; good as new; price, $175 F. O. B. Ashland, Ohio. Nelt Barr, Ashland, Ohio.

NEW ERA.—Autocycle parts 1912 and 1913 supplied by Auto Motor Cycle Co., 2216 No. Broad street, Philadelphia, Pa.

MISCELLANEOUS

MOTORCYCLE SCHOOL.—Operating, riding and mechanical lessons. Learn to ride and repair your machine. Send for circulars or phone. Riverside Motorcycle Garage, 533 West 110th street, near Broadway, New York City, Phone, 5615 Morningside, G. E. Wood.

CEMENTLESS PATCH in one piece, 1⅞ wide, one foot long. Cut your own patch, large or small, to suit. Can mend tear in tube any length. Sample box mailed for 35 cents. Motorcycle Tire Jimmy Co., St. Marys, Ohio.

YOU CAN greatly increase your income by representing our line of lighting systems; our "MATCH LIGHTING LAMPS" sell like wild fire both in town and rural districts. No experience required, profits large, exclusive territory to right parties. Don't delay writing for FREE catalogue and full information. Doud Lighting Co., 175-G No. Sangamon, Chicago.

GUS ROTHOLZ, agent for Indian and Excelsior. 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2337.

WE'RE LOOKING FOR SOMEONE; perhaps you're the fellow we're looking for, the man who knows a good thing when he sees it. Here's the proposition: All punctures cured; no more flat tires; tire life lengthened 40 per cent.; not a filler—preserves rubber; treatment simple—inexpensive. Extra liberal commission to salesman. Puncture Cure Sales Co., 18 Bridge street, Newark, N. J.

FOR SALE.—Motorcycle and bicycle store, with shop. Good town and rich country. County rights on leading machine. Clean proposition for man with little capital. No junk. Address B44, care MOTORCYCLE ILLUSTRATED.

AGENTS WANTED for Brooklyn, Long Island and Staten Island for the Jefferson motorcycle, "the fastest machine on the road." Call or write for proposition. Gotham Sporting Goods Co., 57 Warren street, New York.

WANTED.—Salesmen to handle popular motorcycle accessory in West and Middle West. Address W., care MOTORCYCLE ILLUSTRATED.

WANTED.—Expert motorcycle repair man; steady work. Address Wm. G. Baker, 413 South Fifth street, Springfield, Ill.

GRAPHO CHAIN GREASE lengthens the life of your chains, and makes them run more quiet; 1-lb. brick, postpaid, 40 cents. B. F. Fields, Lawton, Okla.

WANTED.—Single cylinder motor; must be in good order and cheap. B. F. Fields, Lawton, Okla.

DEALER'S CARDS, Etc.

A MIDWINTER SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributors, 94 St. Nichelas avenue, New York. Special ! ! ! Luggage carriers to fit only 1918 and 1914 Yale motorcycles, $2.50 cash with order.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge), Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

POPE AGENTS.—The Riverside Motorcycle Garage, 533 West 110th street, near Broadway, New York City.

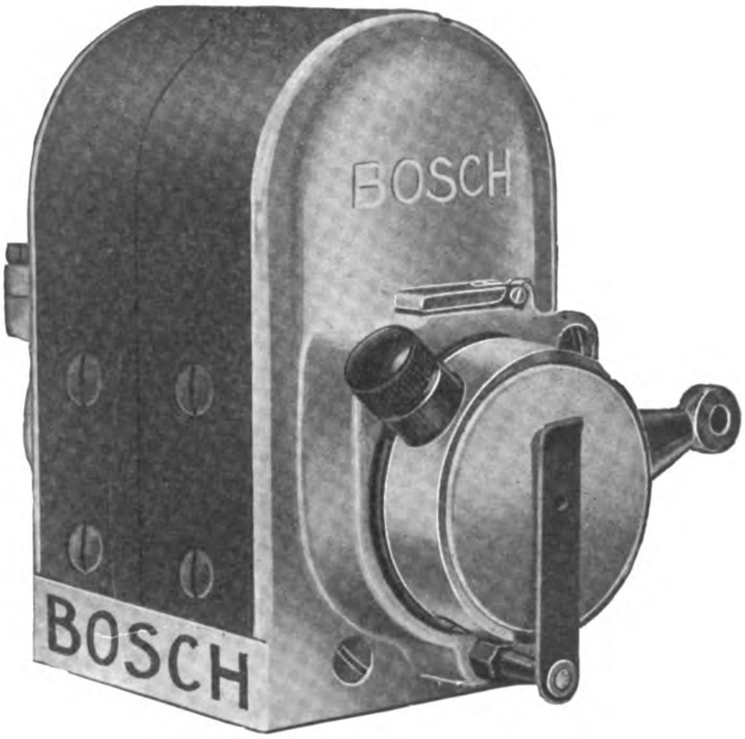
T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 203 W. 110th street, New York.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 812 Amsterdam avenue, New York City, Eastern distributer.

THE LATEST AND BEST guaranteed Motor cycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO. —Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City. Tel. 7903 Schuyler.



YOU know the importance of your ignition system.

When you are off on a tour through trails no motor car can travel, ignition puzzles are not the most interesting things in the world to contemplate.

With the Bosch Magneto and Plugs—you can enjoy every minute of the trip without a thought of your ignition system. 58% of the motorcycles at the recent show were Bosch-Equipt.

Most of the manufacturers use Bosch. It costs them more but they want you satisfied.

Correspondence Invited

Bosch Magneto Co.

206 West 46th Street New York

CUSHION SUSPENSION NO. 2

The only suspension cushion top made with heavy padding.

Extra large size
14" x 13" wide
Used as exclusive equipment on 1914 Indians.

MESINGER

True Consideration of the Rider's Needs

The leaf spring (non-crystallizing) construction of Mesinger Saddles shows how keenly we have studied and tested to find just what the rider needs. Only leaf springs can successfully withstand the continued weight of the rider and give consistently comfortable service. Their sliding (not bouncing) action truly absorbs all shocks, without losing their resiliency after the longest service.

Mesinger Superba

Aside from the many distinctively individual features that place Mesinger Saddles at the highest point of saddle perfection, their quality of construction, their undoubtedly high-class materials, the conscientious process of trouble-preventing manufacture—these points stand out boldly for all to see.

"Ask the Rider and Watch Him Riding"

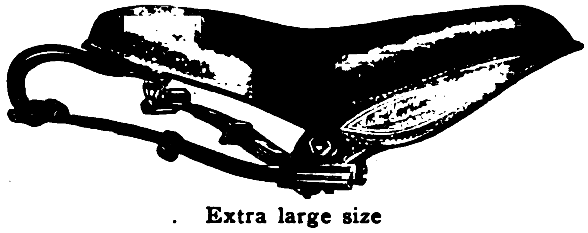
H. & F. Mesinger Mfg. Co.

144th Street and Austin Place, New York

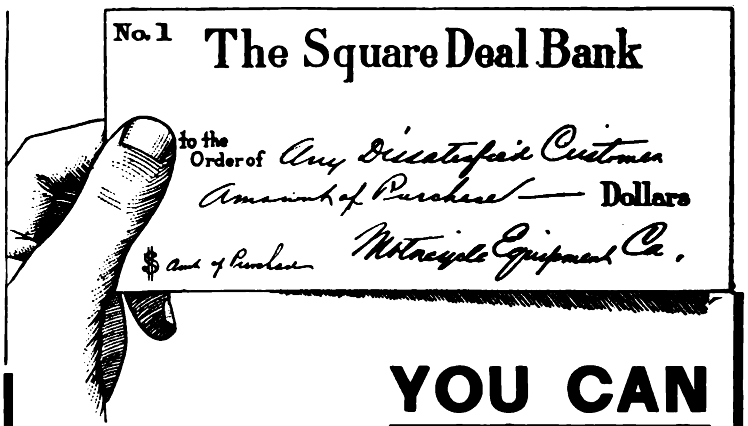
MESINGER

AUTO CUSHION NO. 2

With anatomical Steel Base and heavy padding.



Extra large size
14½" x 12¾" wide



No. 1 The Square Deal Bank

to the Order of Any Dissatisfied Customer
Amount of Purchase —— Dollars
$ Amt of Purchase
Motorcycle Equipment Co.

YOU CAN HAVE OUR CHECK IF YOU WANT IT

It is on this basis that we have built up the largest Motorcycle Supply Business in America. We guarantee every article which we carry in stock. We cheerfully agree to return the purchaser's money if he is not absolutely satisfied with his purchase. Our stock comprises 1216 articles, designed to meet every requirement of the motorcyclist. These features of our business have made

MECO SUPPLIES

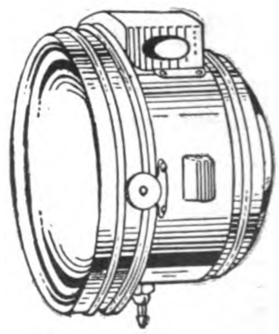
a by-word for quality, satisfaction and honest dealing.
Our big catalog can be secured by dropping us a postal card. Remember, your money isn't ours until you are satisfied.

Meco Gas Lamp $3.50 Prepaid

A big 5-inch mangin mirror lens nickel plated lamp that you cannot duplicate in any store for less than $4.50. This lamp is made specially for us by one of the largest lamp makers and is identical in construction to their brand which has a tremendous sale. If you can anywhere near duplicate the price of this lamp, write us and we will return your money.

Brackets extra, 85c. a set.

Your money back if you wish it



MOTORCYCLE EQUIPMENT CO.

Hammondsport, N. Y.

Pacific Coast Branch, 1364 So. Main St., Los Angeles, Cal.

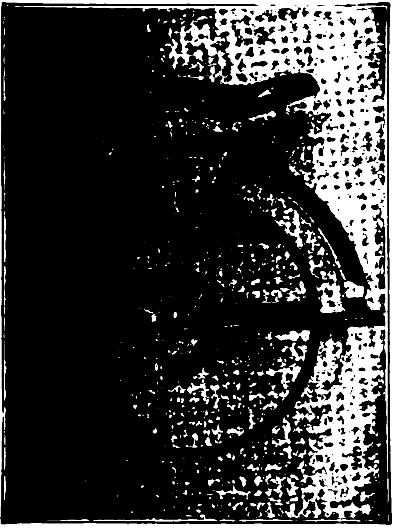
Comfort Convenience Class = Mueller Tandem Attachment

Every Indian Rider should have a Mueller Tandem Attachment on his machine. It is built for the Indian by an Indian dealer and rider and is as much a part of the Indian as the leaf springs.

Made of seamless steel tubing, with adjustable folding footrests, Kelley adjustable handlebars, Persons or Troxel Saddle.

Write for further details and our dealers' proposition.

L. J. Mueller
6307 Woodland Ave.
Cleveland, O.



Motorcycle Tours in the United States

Accurate maps of over three hundred and fifty tours through every state in the Union. Tours from 50 to 500 miles in length. Concise descriptions of road conditions, striking illustrations of scenic splendors in every part of America.

A truly practical and reliable volume in every respect.

15c a Copy

Motorcycle Illustrated
51 Chambers St., N. Y.

There is as much water for drowning purposes beneath a row boat as there is beneath a battleship—

and the chances of shipwreck are greater on board the row boat than on board the battleship—

Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist who carries a

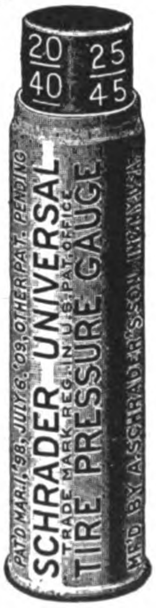
Schrader UNIVERSAL TIRE PRESSURE GAUGE

and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver. Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

A. Schrader's Son, Inc.
783-791 Atlantic Ave., Brooklyn, N. Y.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PAT'D MAR. 1, '98, JULY 6, '03, OTHER PAT. PENDING
SCHRADER UNIVERSAL
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TIRE PRESSURE GAUGE
MFD BY A. SCHRADER'S SON, INC. N.Y.

Walter Treloar

9000 MILES

''Chicago, Ill., Dec. 3, 1913.

''Empire Rubber & Tire Co.,
''1627 Michigan Avenue,
''Chicago, Ill.

''Gentlemen:-

''Replying to your recent inquiry regarding tires, I have been riding an Indian machine equipped with Empire Tires, for several seasons. Last year I rode a set of your tires over nine thousands (9,000) miles.

''When I bought my new Thor this fall, I specified Empire Tires because I want the best.

''I have ridden in nearly every endurance and numerous speed contests in and around Chicago for the last two (2) years, always using Empires. I believe they are the best tires made and do not hesitate to go on record as saying so.

''Trusting this will do you a lot of good, I am,

''Yours very truly,
''WALTER TRELOAR.''

EMPIRE RUBBER & TIRE CO. **Factories: Trenton, New Jersey**

Silence, Flexibility, Strength

together with immunity to the effects of heat or cold, dryness or moisture, economical in first cost and marvellous in durability—these features should recommend

SPARTAN BELTS

The Reliable, Economical, Comfortable Transmission to every wise motorcycle rider and prospective rider.

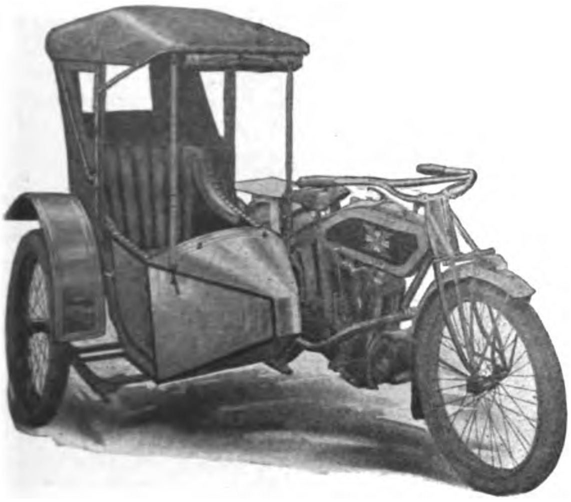
Spartan Belts are the ideal belts of the ideal drive.

Write us for complete data and booklet telling the WHY of the belt.

Graton & Knight Manufacturing Co.

Worcester, Mass.

Branches in Principal Cities



You All Know the Baxter Quality

Did You Know the Price Is Only $75.00?

Large production, improved machinery, and ever increasing volume of sales enable us to sell the best sidecar at the most reasonable price. You can now demand the standard sidecar with no extra strain on your pocketbook.

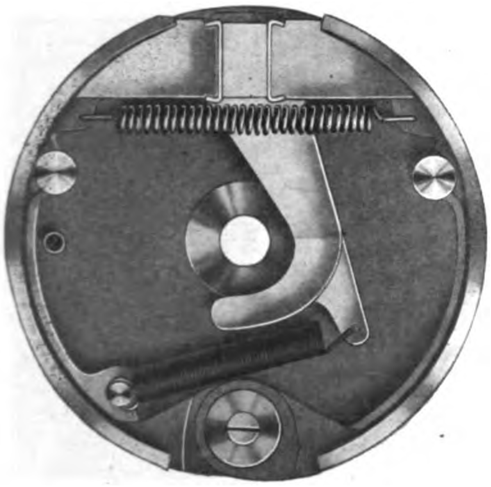
DELIVERIES WITHIN TEN DAYS

A small amount of territory is still open to dealers who know when to seize Opportunity.

Write us NOW for Catalog

BAXTER SIDECAR CO.
118 BROADWAY CAMBRIDGE, MASS.
Export Department, 116 Broad St., New York

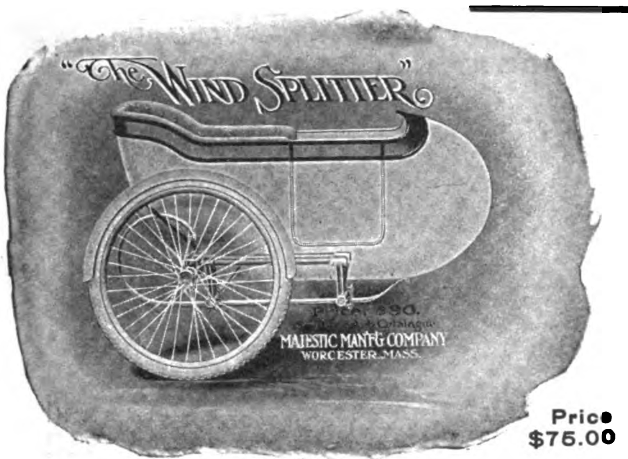
New Departure—
The Gentle Giant



gives you more positive and powerful control of your motorcycle than does any similar device on any other motor driven vehicle. In working through dense traffic, in riding precipitous hills, in making instant stops to avoid collisions, it cannot and will not fail.

Made for chain and belt drive machines and can be supplied with attachment for operating from the footboard if desired. Write for special literature.

THE NEW DEPARTURE MFG. CO. - Bristol, Conn.



Price
$75.00

The Last Word in Side-Cars

As it was the FIRST, so is it the LAST WORD

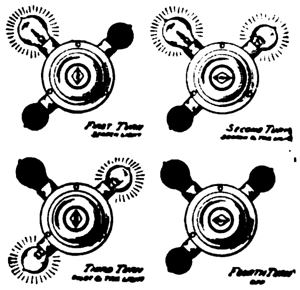
"MAJESTIC" That's IT

To say **"MAJESTIC SIDE CAR"** is equivalent to saying that your Side Car is extra strong; extra durable, in fact, extra value from any angle you look at it. It must be **BEST**. The demand proves it. Seven splendid models. Can't we serve you?

Write us To-day for Full Details

Majestic Mfg. Co., Worcester, Mass.

"Old Sol"



Switches

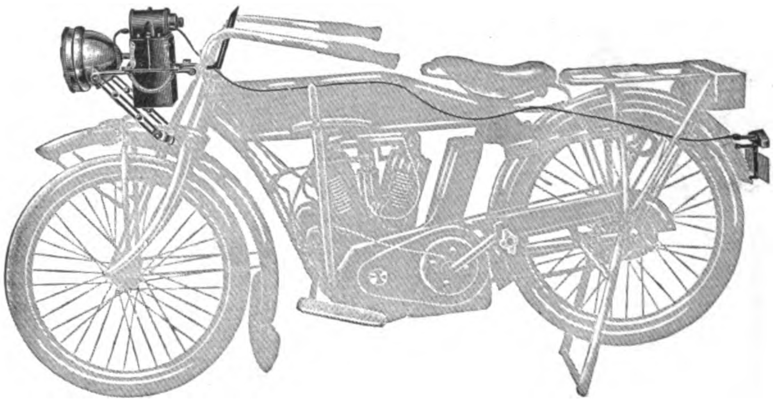
SWITCH DETAIL.

Top Left View. Indicates switch connection made to light searchlight only.

Top Right View. Switch connection lighting searchlight and tail light in combination.

Lower Left View. Switch connection lighting pilot and tail lights in combination.

Lower Right View. "ON LINE." All lights cut off and no connection with current.



Convenience and Efficiency

These two characteristics stand out strongly in the "Old Sol" Lighting Outfit. Convenient because a mere touch of the fingers lets loose a flood of brilliant light—another touch and a more subdued light is thrown, for city riding. A four-way switch within easy reach of the hand controls the tail-lights, the headlight and pilot light.

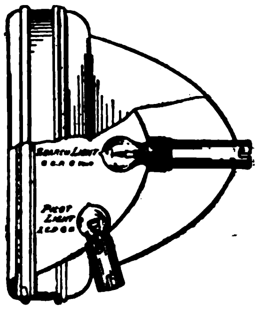
"Old Sol" Electric Lighting Outfit

Efficiency is proven by the fact that the batteries are proof against short-circuiting, will last an average of two months, and produce a light twice as powerful as "Old Sol" No. 8, recognized as being the strongest gas lamp on the market.

Write for our folder giving complete details.

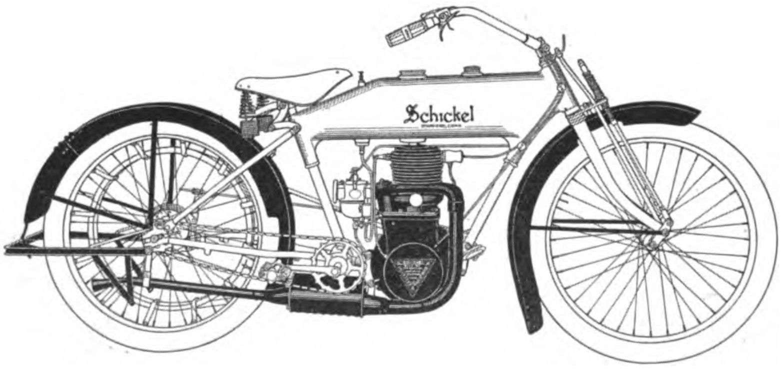
HAWTHORNE MFG. CO., Inc.
Bridgeport, Conn.

"Old Sol"



Headlight

Side view illustrating interior of Old Sol No. 104 searchlight, indicating simple construction. Searchlight globe focused by turning connection at rear of lamp. Special packing material in door frame absorbs pressure on door glass and eliminates chance of breakage.



EFFICIENCY EXEMPLIFIED

By the

VALVE-LESS 1914 Schickel TWO-STROKE

A FEW NOTABLE CHARACTERISTICS

A flexible, powerful motor—a wonder on hills—producing almost noiseless and practically vibrationless operation. Great simplicity and strength of construction. Unusual economy in operation and up-keep.

THE REASONS

Sustained and continuous power impulses due to the two-stroke motor makes possible a wide range of throttling and produces strong and continuous power. It also greatly reduces vibration. The absence of valves, the ample muffler and the unusually quiet working motor produce practically noiseless operation. Only three moving parts in the motor, each running in oil, give maximum mechanical simplicity with minimum wear and low up-keep expense. The heavy unit tank frame assures great strength and long life.

Send for the "Schickel" Story

THE SCHICKEL MOTOR CO., 59 Garden St., Stamford, Conn.

"Tune Up" for Spring With A Wetprufe Belt

Spring's coming! Meet it with a Wetprufe belt!

The Wetprufe simply laughs at mud and water. Weatherproof—waterproof—troubleproof! Guaranteed!

And the stretch—we *keep that.* You get the *belt.*

Dependable belt service—you'll *get it* in the Wetprufe.

Be sure of ideal transmission *this* year. Demand your Wetprufe—"V" or "flat"—*now.*

Your dealer can supply you with a Wetprufe.
Ask us for booklet "Wetprufe Specialties."

HIDE, LEATHER & BELTING CO.
227 S. MERIDIAN ST., INDIANAPOLIS, IND.

H. T. Roberts, Selling Agent,
Railway Exchange Bldg., Chicago.

Johns-Manville Service Branches in 49 Cities Assure Satisfactory Service to Jones Speedometer Owners

WYOMING
S. DAKOTA
WIS.
MICH.
N.Y.
NEVADA
UTAH
NEBRASKA
IOWA
PENN.
CAL.
COLORADO
ILL.
IND.
OHIO
KANSAS
MO.
KY.
VA.
ARIZONA
NEW
OKLA.
ARK.
TENN.
N. CAR.
S. CAR.
MISS.
ALA.
GA.
TEXAS
FLA.

Circles on map indicate J-M Service Branches. Dots indicate location of direct representatives.

Service Branches
AKRON, O.
717 2d Natl. Bank Bldg.
ALBANY, N. Y.
260 Central Ave.
ATLANTA, GA.
31A So. Broad St.
BALTIMORE, MD.
207-213 E. Saratoga St.
BIRMINGHAM, ALA.
851-852 Brown-Marx Building
BOSTON, MASS.
109 Massachusetts Av.
55, 57 and 59 High St.
BUFFALO, N. Y.
206-208 Main St.
CHARLOTTE, N. C.
1117 Commercial Bank Bldg.
CHICAGO, ILL.
1428 S. Michigan Ave.
322 N. Michigan Ave.
CINCINNATI, O.
654-656 Main Street
CLEVELAND, O.
813-815 Superior Ave., N. W.
COLUMBUS, O.
45 West Long Street
DALLAS, TEXAS
503 Sumpter Building
DAYTON, O.
259 Fourth St. Arcade
DENVER, COLO.
534 Denver Gas and Elec. Light Bldg.
DETROIT, MICH.
72 Jefferson Ave.
872 Woodward Ave.
DULUTH, MINN.
205 Providence Bldg.
GALVESTON, TEXAS
2209-11 Strand Street
HOUGHTON, MICH.
96 Sheldon St.
HOUSTON, TEXAS
410 Beatty Building
INDIANAPOLIS, IND.
30 S. Pennsylvania St.
KANSAS CITY, MO.
1321-1323 Main St.
LOS ANGELES, CAL.
222-224 N. Los Angeles St.
LOUISVILLE, KY.
Paul Jones Building
MEMPHIS, TENN.
45 South Third St.
MILWAUKEE, WIS.
201-231 Clybourn St.
MINNEAPOLIS, MINN.
251-253 Third Av. So.
NEWARK, N. J.
239 Halsey Street
NEW ORLEANS, LA.
Magazine & Gravier Sts
NEW YORK, N. Y.
Madison Av. & 41st St.
2160 Broadway
OMAHA, NEBR.
1003 Farnam Street
PHILADELPHIA, PA.
21, 23 & 25 N. 2d St.
514 No. Broad St.
PITTSBURG, PA.
100-102 Wood St.
PORTLAND, ORE.
22 Front Street
ROCHESTER, N. Y.
521 Chamber of Com.
ST. LOUIS, MO.
501-505 N. Third St.
ST. PAUL, MINN.
615 Ryan Annex
SALT LAKE CITY, U.
306 Dooly Block
SAN FRANCISCO, CAL
Second & Howard Sts.
SEATTLE, WASH.
1020 First Ave. So.
SYRACUSE, N. Y.
344 Gurney Building
TOLEDO, O.
213 Water St.
WASHINGTON, D. C.
304 Union Trust Bldg.
WILKES-BARRE, PA.
Coal Exchange Bldg.
YOUNGSTOWN, O.
502 Stambaugh Bldg.

MILES
10 20 30 40 50 60 70 80
JONES
THE H. W. JOHNS-MANVILLE CO. GUARANTEES THE JONES SPEEDOMETER
to be free from defects
H. W. JOHNS-MANVILLE CO.

Motorcycle Model Now

Better Value from Every Viewpoint $12

THE H. W. Johns-Manville Company stands back of the Jones Speedometer with 49 established Service Branches, mechanically equipped to take care of all possible requirements and with 589 direct representatives throughout the country. Wherever you may be you are always certain of prompt, efficient service on your

Jones Speedometer
Centrifugal Principle

Centrifugal force, applied in the Jones Speedometer is as unalterable as the law of gravitation. The official charts of comparative tests conducted by the Columbia University to determine the effects of changes in temperature on different speedometers show the Jones to be consistently reliable, while instruments of the magnetic type show a gross variation of from 20% to 35% at varying car speeds.

Further tests have established beyond doubt the superiority of the Jones Speedometer. Its accuracy is unaffected by temperature, vibration or magnetic influence. It is geared to the truth.

Note the Guarantee Tag attached to each Jones Speedometer. It guarantees the instrument against defects in material and workmanship. It lists the many J-M Service Branches. It means that if you are a Jones owner you *must* be satisfied. Write nearest Branch for booklet.

H. W. Johns-Manville Co.

Manufacturers and Marketers of Brake Lining, Spark Plugs, Electric Lamps, Speedometers, Horns, Fire Extinguishers, Carburetors, Dry Batteries, Vaporizers, Auto Locks, Fuses, Tapes, Packings, etc.

JOHNS-MANVILLE SERVICE
COVERS THE CONTINENT

291

Price, $10. Pacific Coast and Rocky Mountain States, $10.50.

SELLING MADE EASY

Your Demonstrator fitted with the F-N Tandem Seat and Back Rest will interest the prospective purchaser more than any other equipment you can put on the machine.

Catalogue describing these goods mailed promptly on request. Your letterhead or business card will bring you dealer's prices and terms.

FENTRESS-NEWTON MFG. CO.

253-255 LAFAYETTE BLVD., DETROIT, MICH.

Service Station: 92 St. Nicholas Ave., New York City.

COMFORT, STRENGTH, POWER

THE LIMITED

The LIMITED gives the rider comfort, strength and power in equally large measure. For smooth, luxurious, vibrationless and consistently dependable service, the LIMITED can justly lay claim to the title "The Pullman of Motorcycles."

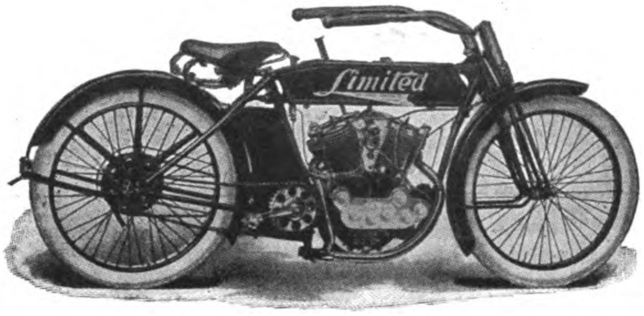
5 H. P. Single, $240; 10 H. P. Twin, $290

The tremendous strength of the motor of the LIMITED lies in its perfectly machined parts, its large bearings, wide faced gears. The valve chamber at the front assures greater radiation and more perfect cooling. Smoothness is further aided by the cam shaft supported by two full bearings. So perfectly balanced is the motor that it can be placed on a hardwood floor on the stand, speeded up to the limit and it will not move the fraction of an inch from its position.

You'll find comfort in its absolute lack of vibration. Then, too, you have a powerful comfort feature in its horizontal shock absorbing spring seat post. The slightest shock is absorbed in the longitudinal springs which run the entire length of the second tube in the frame. The rider of a LIMITED is a stranger to road bumps. They don't know each other when they meet.

The rigid truss frame, unbroken by hinged joints or springs, and heavily reinforced, the famous four-wire grip control, insuring absolute safety should one or two or even three wires break; the automatic oiling system, controlled by the speed of the motor, the powerful combined truss and spring fork—these are among the many LIMITED features which should commend it to your serious consideration. We have an exceptionally broad proposition for established dealers in unassigned territory. Write us about it.

FEILBACH MOTOR CO., 1148 Holton Street, Milwaukee, Wis.



BABY
REFLEX

Baby Reflex.

You Get a REAL SPARK PLUG

instead of merely a "guarantee" when you insist upon having the REFLEX.

Reflex Plugs are the best cure for spark plug dissatisfaction BECAUSE they are made expressly for hard and fast work on motorcycles. Scientifically designed to prevent carbon or dirt from gathering and causing short circuit. They deliver a hot, snappy spark that starts your motor quickly, and puts power into every stroke.

REFLEX SPARK PLUGS

Cost no more than the ordinary kind

Our Offer

Buy a set of Reflex Plugs from your Dealer. Use them full 30 days; then if you're not fully satisfied in every way, your Dealer will refund your money right on the spot, without argument or delay of any kind.

Remember, our guarantee against any defects is good any time.

Play safe—buy the Reflex.

DEALERS:

Reflex Plugs are good trade builders. Write for catalog showing complete line and ask for our 1914 Proposition.

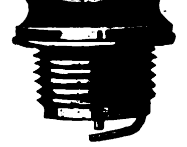
THE REFLEX IGNITION CO.

Licensed under Canfield patent.

211 High Avenue Cleveland, Ohio

C. A. Bergh, Western Sales Agent, Los Angeles, Calif.
Southern Sales Agent, Jno. A. Culver, Atlanta.

HENDERSON RIDERS: You can have Reflex Torpedo Plugs with either mica or porcelain cores.



Lightning Kid.

JEFFERSON

"The Greyhound of the Road"

A snappy, clean-cut, powerful, light and tremendously fast machine is the Jefferson. It is the motorcycle that comes closest to the riders' conception of an ideal machine.

Overhead valves, leaf springs for which we hold original patents, a perfectly balanced motor, low saddle position—both feet flat on the ground—these are some of the distinguishing features of this road master.

Write for complete details.

WAVERLEY MFG. CO., Jefferson, Wis.

An Efficient Touring Guide

More than three hundred and fifty motorcycle tours, covering every tourable state in the Union, are illustrated by clear, readable maps and described with striking illustrations in

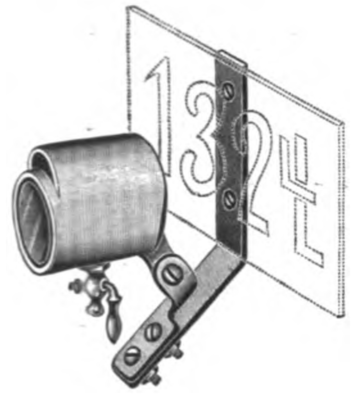
Motorcycle Tours in the U. S.

Points of interest are mentioned and the best available roads are indicated.

PRICE, 15c. POSTPAID.

MOTORCYCLE ILLUSTRATED, 51 Chambers St., N.Y.

MIDGET MOTORCYCLE TAIL LAMP



Made of one piece Aluminum casting, highly polished, high-grade lava burner with shut off cock for regulating flow of gas, also connections for electric light. Steel lamp bracket and license bracket, highly nickeled.

Dealers — Buy direct from manufacturers and save middleman profit. Write us at once for our special prices.

PETERSON BROS.

1507 N. Keystone Ave., Chicago, Ill.

A Common-Sense Solar
Size—One of the Favorites

Here's "Sonny"—another of the SOLAR Line that made such a hit with the 1913 rider, and bids fair to become one of the best sellers in this always moving line of light-makers.

"Sonny" is 6⅝" in front diameter and 5¼" in depth. Made of heavy gauge metal, body and flare one piece. Right-hand ruby jewel hinged to permit lighting, thus eliminating front door. Has 4"

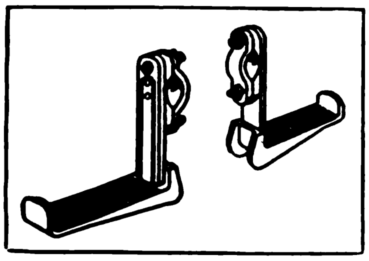
"Sonny" Headlight

SOLAR lens mirror reflector and front aluminum reflector, which produces the two necessary fields of light. Model No. 194—nickel or black and nickel, $4.25.

The dealer who does not stock SOLARS is "passing up" a juicy selling proposition. The entire rider trade is gravitating to SOLARS as surely as a magnet draws steel—for they are drawn by the magnet of true quality. Write for dealers' terms today.

THE BADGER BRASS AND MFG. CO.
Kenosha, Wis., or N. Y. City

STOLL FOLDING FOOT RESTS



They are strong, neat, practical and easy to attach. Will automatically fold up and will stay folded when not in use. Non-slip tread. Made to fit all leading makes of machines. Guaranteed, and sold by all dealers.

Price complete
$1.50 per pair

If your dealer is not supplied, order direct. All charges prepaid on receipt of money order. State make of machine when ordering.

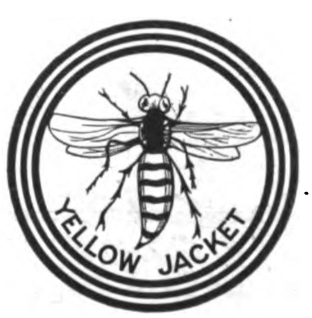
The Stoll Manufacturing Co.
33rd and Walnut Sts. Denver, Colo.
(Makers of the famous "Dream" Tandem)

IGNITION
and
SPARK
PLUG
TALK
JEFFERY-DEWITT CO.
DETROIT, MICH.
SPARK PLUGS

Let us send you a free booklet that answers every question about ignition systems and spark plugs. It tells, simply, how magnetos operate; how to time the spark; charge storage batteries; adjust vibrators; and choose spark plugs so as to get every bit of power out of your motor; and it costs you nothing except a post card requesting it. Shall we send a copy by return mail?

JEFFERY-DEWITT CO.
55 Butler Ave., Detroit, Mich.

The Sign of Individuality



The World's Best Motorcycle.

THE FLYING MERKEL
THE ONLY SELF-STARTING MOTORCYCLE

can always be distinguished by this sign. In addition to the famous Self-Starting Yellow Jacket Model there are four other designs. The 4 h. p. Single at $210.00 and the 7 h. p. Regular Twin at $225.00 in both chain and belt drive.

We have Room for a Few More Dealers.

The Miami Cycle & Manufacturing Co.
1300 Hanover Street **Middletown, Ohio**

This Valve Gives Extra Service

At the point where most motorcycle valves give trouble this one is protected by

The Cast Iron Seat

The rim of cast iron welded to the nickel steel head forms an alloy which minimizes pitting and burning. Selection and heat treatment of the steels in the head and stem prevent warping and breakage.

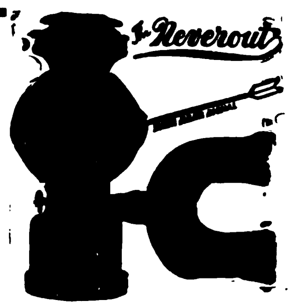
This is why leading motorcycle makers use this valve where others fail to give satisfaction.

The Electric Welding Products Co.

CLEVELAND
OHIO

Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.



The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12¼ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made only by **ROSE MANUFACTURING COMPANY**
938 ARCH STREET, PHILADELPHIA, U. S. A.

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.

STANDARD
MFG. Co.

NO. 3 MOTOR CYCLE PEDAL

The Standard Co.
Torrington, Conn.

WATERBURY Motorcycle Lock

Waterbury Hardware Co.

414 Broadway N. Y.

Powerful, indestructible, cannot be picked or broken, made of solid brass and steel. Removable steel shackle. An effective preventative of theft or unauthorized use. At your dealer's or sent direct, prepaid, for 75c.

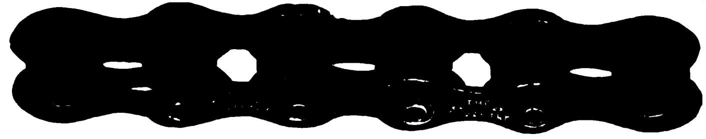
WHAT! YOU HAVEN'T A COPY OF OUR BOOK?

Then sit right down now and write for the booklet that tells all about "the Chain with the Nose"—the Motor's True Mate. Learn how a truly efficient and popular motorcycle chain is made. Don't fail to write for your copy today.

Herbert F. L. Funke Co., Inc.

112 Broad St., New York, N. Y.

Southern Distributors—Johnson & Mayer, Memphis, Tenn.

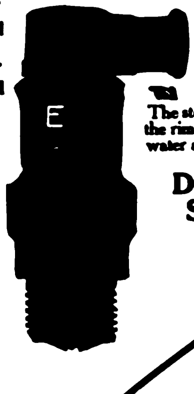


The Spark Plug for You is the

WEATHER-PROOF

HERZ PLUG

"Bougie Mercedes"


Protected terminal
Swivel joint
E
The stone with the rim that sheds water and slush

BLUE ENAMEL

DOUBLE STONE

Never needs to be taken out

Never needs to be adjusted

Never needs to be cleaned

Never carbonizes or "Soots up"

A Wonderful Creation of Stone and Steel

Packed in a neat metal box—very handy for small parts

Guaranteed a Year

Insist upon HERZ PLUG on your motorcycle

Ask your dealer

HERZ & CO., New York

Makers of HERZ MAGNETO

Modern Electrics & Mechanics

"The Magazine That Is Different"

You should take at least one non-technical magazine and keep up-to-date on the new wonders and advances in electricity and mechanics.

Modern Electrics & Mechanics illustrates and describes these subjects in a style that you will easily understand and enjoy. It contains from 128 to 160 pages monthly and is full of instructive and valuable articles on how to make things at home and answers your questions free. 15 cents per copy on newsstands, $1.50 per year by subscription.

To acquaint new readers with this distinctive magazine we will send a 3 months' trial subscription for 25 cents, stamps or coin.

Can you think of a better investment for a quarter? Better send today.

Modern Electrics & Mechanics

281 Fulton St. New York

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MOTT RIMS are made in a plant devoted exclusively to the manufacture of steel rims—and NOTHING ELSE. The degree of attention paid to smallest details, the remarkable efficiency of its mechanics, the high quality of raw materials employed—these are the things that tend to make MOTT RIMS what they are—powerful, durable, elastic and light.

It is a significant fact that while the number of breakages to various other parts of motorcycle construction in endurance runs and reliability tests is legion, breakage of rims is almost unheard of—because the majority of motorcycle manufacturers wisely equip with

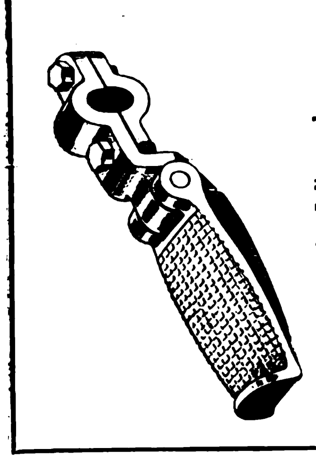
Mott Steel Rims

The Clincher Automobile Tire Manufacturers' Association, comprising all the reputable tire manufacturers in the United States, demand that all rims on which their tires are guaranteed must bear the stamp of the association. Every MOTT RIM bears this stamp on the seat of rim. Look for it.

REG. U. S. PAT. OFF.

WE are prepared to figure on 1914 requirements NOW.

Mott Wheel Works, Utica, N. Y.



Model A for Indian and Pope.

"E & C"
FOLDING FOOT-RESTS

A Luxurious Necessity

Eliminate Cramped Leg Position **A Boon for Distance Riders**

They are made of semi-steel, highly nickeled. The rests are hinged to prevent breaking in case of fall—and are deeply grooved on surface to keep feet from slipping.

HANDSOME LOW IN PRICE STRONG EASILY ATTACHED COMFORTABLE

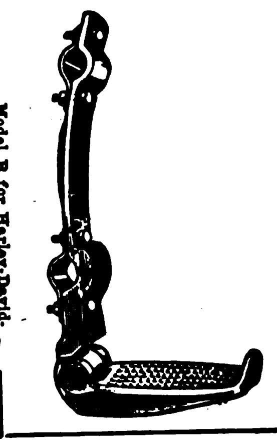
When in position they hold very securely.

$1.60 per Pair for Model A; $1.75 per Pair for Model B.

When ordering in single lots, kindly forward Parcel Post charges.

We also make the famous **"E & C" Spring Tandem Attachment**

E & C MFG. CO., 1716 Ludlow Street **PHILA., PA.**



Model B for Harley-Davidson and Excelsior.

RENOLD CHAINS

"The Chains of Proven Reliability"

With a golden record of achievements behind them, with 1300 men daily turning out good mileage in two enormous seven-acre plants, with the comforting fact that 95% of the English chain driven motorcycles are Renold equipped, with the further gratifying knowledge that for three consecutive years Renold Chains have won the Tourist Trophy Race of England, the world's motorcycle classic, Renold Chains come to America with "letters of credit" that should impress every rider, dealer, jobber and manufacturer in the country.

"HINTS ON CHAIN DRIVES FOR MOTORCYCLISTS"

is an interesting booklet that is really helpful to every chain user. It tells how to keep his chain up to the maximum of its efficiency, how to repair broken links, how to insure perfect alignment—and other worth-while instructions. Write for it. It is absolutely free.

Peter A. Frasse & Co.

Canal and Sullivan Streets, **New York**

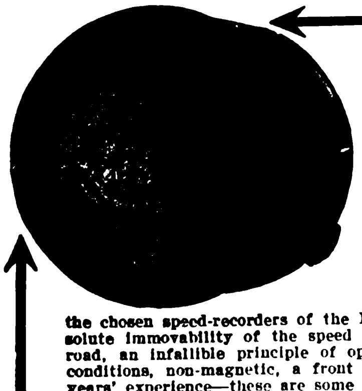
Billings & Spencer

Tools and Kits

B trademarked tools offer everything that could possibly be desired—in quality, durability and finish of steel—in forging, design, strength and ease of adjustment.

Their popularity among motorcyclists is attested by the millions now in use. Write for catalog of tools and parts for motorcycles and automobiles. Your dealer will show you the B trademarked brand.

The Billings & Spencer Co.
HARTFORD, CONN.



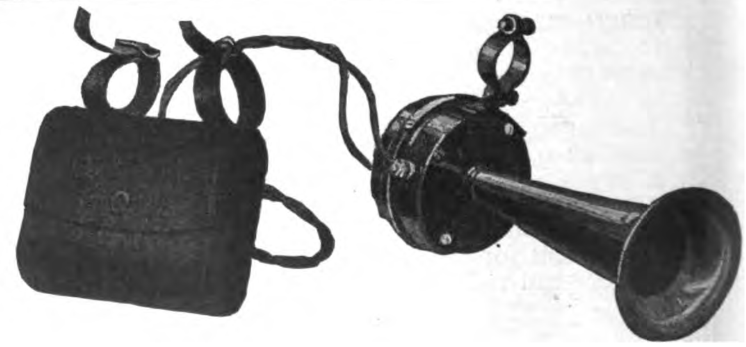
Building up to a Standard

Standard Speedometers are built up to a standard quality. They never vary a hair's-breadth from the absolute perfection in construction as well as service that has made

STANDARD SPEEDOMETERS

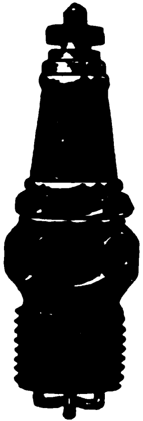
the chosen speed-recorders of the Police Departments of the country. Absolute immovability of the speed indicator at any speed, over the worst road, an infallible principle of operation that is immune to all weather conditions, non-magnetic, a front wheel drive that is the result of eight years' experience—these are some of the points that should recommend the STANDARD SPEEDOMETER to the consideration of all prospective speedometer buyers. Get our catalog—it covers the STANDARD construction in a convincing fashion.

STANDARD THERMOMETER CO., **65 Shirley St., Boston, Mass.**



Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.



Best by Test

Every Spark "Starts Something"
No Soot, Oil, Gas or Water can Hurt It
The Only Genuine Case Hardened Plug
One Dollar at Your Dealer's or Direct
Next Time Make It a Benton

L. F. BENTON CO., Vergennes, Vt.

Indian Dealers & Riders

LOOK IN THIS SPACE IN NEXT ISSUE OF "MOTORCYCLE ILLUSTRATED" FOR THE

LATEST THING IN TANDEM MAKING

Look

for the HOLE in the frame under saddle. That is where the

DIAMOND TANDEM

ATTACHES WITH NO BOLTS OR NUTS

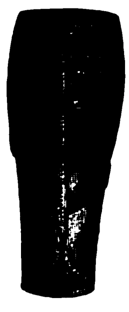
SPRING SCIENTIFICALLY ARRANGED on BACKBONE makes this tandem very COMFORTABLE, and recommended for ladies use.

DEALERS—Write for my attractive money-making proposition.

RIDERS—If you cannot get this attachment from your dealer write direct to me, giving name of dealer, and receive a SKIRT GUARD for your trouble.

Price $15.00 Complete

W. W. BREWSTER, Manufacturer
56 W. ELM ST.
BROCKTON, MASS.



Pat. Applied For

Quick As A Wink

That describes the time taken to put on and take off our newest legging.

NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

Just out—selling fast already.

NATHAN NOVELTY MFG. CO.
88A Reade St., N. Y.

M TRADE MARK

Are You *Sure* That Everything Is O. K.

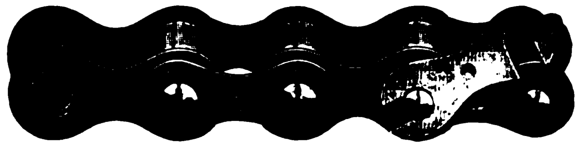
on your machine before starting on a tour, a race or an ordinary run? A loose adjustment may make trouble. Be on the safe side—carry in your tool bag the only "practical life insurance," the

Mossberg Socket Wrench Set

Its five hardened steel sockets with handle will reach the most inaccessible parts of your machine and make adjustments easily and effectively.

At your dealers or direct..................... $1.20
Write for our Catalog No. 106.

FRANK MOSSBERG CO.
ATTLEBORO, MASS.



BE SURE OF YOUR CHAIN

You will have a chain backed by careful manufacturing processes, thorough tests, and a reputation for dependable service if you buy

Diamond Chains

TRADE ◇ MARK

Diamond Chain & Mfg. Company
Indianapolis, Indiana

Capacity 8,000,000 feet per year

"We Hope to Use it Exclusively"

Berling Magneto

Ericsson Mfg., Co.

THE PIERCE CYCLE CO.,
BUFFALO, N. Y.
writes as follows:

"Our experience with the BERLING magneto has been so satisfactory that we hope to use it exclusively in the future."

Buffalo, New York

MOTORCYCLE
ACCESSORIES
GEO. S. MASLEN
509 MARKET STREET
PHILADELPHIA
1242 MAIN ST. HARTFORD, CONN.

1 First, get our big, handsome 1914 catalog, describing and picturing

Everything for The Motorcycle and Rider

2 Second, after you have seen what you want, try **Our Free Delivery Proposition**

All Goods Guaranteed.

DO YOU REALIZE

that your chain bears more strains than any other part of the motorcycle and for that reason should have constant care?
Neglect to lubricate causes the rollers to stick and sprockets to wear.

ELLIS CHAIN DRESSING

Overcomes All Chain Troubles Except Breakage

One application produces absolute quiet and smoothness of transmission. Does not collect dust. Applications needed only once every 700 or 800 miles.

Lengthens Chain Life 40%

Half pound ● 30c. retail enough for 15 or 20 applications. For a short time only will send ½ lb. to any address on receipt of price.
Dealers, ask your jobber; if he can't supply you, write us.
Jobbers, if you want to sell a live article, we have it.

Ellis Chain Dressing Co.
123 N. Lawrence St. Wichita, Kans.

VISCO MOTORCYCLE OILS

Solve the Lubrication Problem

Nothing is more worthy of the rider's careful thought and investigation than the selection of the proper oil for his motor.

The wrong grade of oil sounds the death knell of a motor's efficiency.

Visco Oils are RIGHT for your motor. They remove every last trace of "grind" and "sweeten" its action until it runs like a sewing machine. If your motor is noisy and sluggish, give it a dose of Visco and watch the result.

Write us for authentic oil data. It means dollars and cents to you.

The Visco Motor Oil Co., Cleveland, Ohio

The Warning that Wins Respect

You don't want a horn that swears at the pedestrian. He has as much right on the street as you. If you were to translate the sound of the AERMORE into English, it would say, "**Please step aside.**" The AERMORE exhaust horn has four perfectly blended tones that give a singing call, resonant, clear and musical, that warn without startling.

The AERMORE Exhaust Horn

SIMPLE—TROUBLE-PROOF

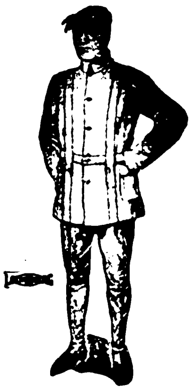
The AERMORE is made of four solid brass tubes, nickel-plated. It is operated by a three-way valve that cannot clog, as it automatically blows out all dirt, dust and oil. It is practically indestructible, handsome in appearance and can be attached in a very short time.

The Retail Price is **$5.50**

No. 8 (Motorcycle)

Dealers should write us for special quantity prices. Address Dept. A.

THE FULTON COMPANY, 726 National Ave. MILWAUKEE, WIS.



Official F. A. M. Motorcycle Suit.

We Know We Can Suit You

With Loewenberg Motorcycle Suits

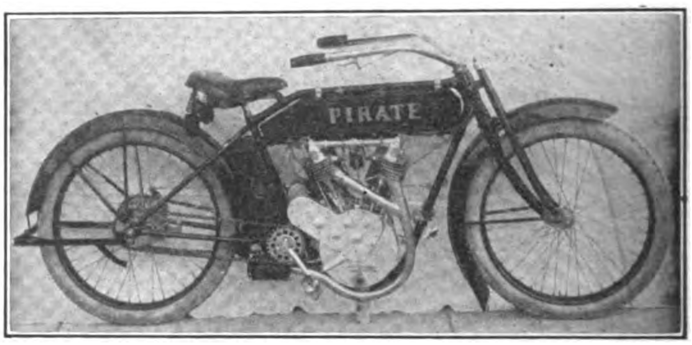
Our F. A. M. suits are made according to official requirements. Each coat has the F. A. M. insignia in gilt on blue background on the collar tab.
Our other styles in coats are Norfolk and Double Breasted. These suits are made in olive or drab Government Khaki, Fustian, Moleskin, Corduroy, Priestly Roseberry and the famous Loewenberg

EVRDRI

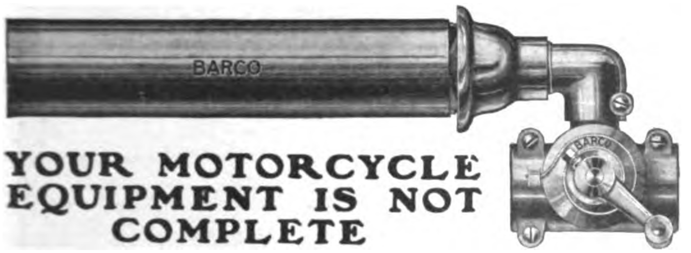
This latter is our special rainproof material. *Send for Catalog*

THE LOEWENBERG CO.
58 Colden St. Newark, N. J.

THE PIRATE



Milwaukee Motorcycle Company, Milwaukee, Wis.



YOUR MOTORCYCLE EQUIPMENT IS NOT COMPLETE

without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautiful toned chime horn by simply pressing your foot on a foot pedal.

START THE SEASON RIGHT

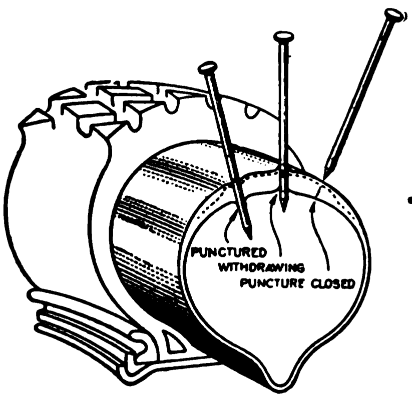
by ordering one from your dealer now, or writing your address across this page and mailing it in for descriptive catalog.

1914 FEATURES

Prompt delivery.	Foot pedal control
Unobstructed exhaust passages	Solid malleable iron valve or
3 tones of the chime in one tube	steel bolt-on valve

If you want a catalog, inquire of any Jobber for catalog and prices.

Barco Brass & Joint Co.
CHICAGO



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by repairs of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

VOORHEES RUBBER MFG. CO.
Sole Manufacturers
Main Office and Works: 18 to 46 Bostwick Ave.
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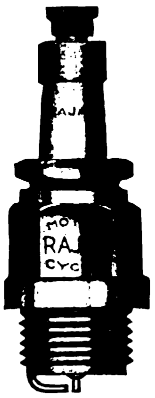
NEW YORK STORE
38 Vesey Street

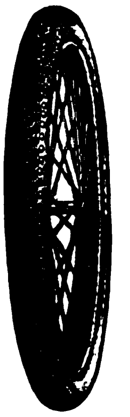
BOSTON STORE
280 Columbus Ave.



RAJAH
MOTORCYCLE PLUG

Made with a short porcelain, to withstand the extra strains of motorcycle use. The firing point is the right length for the best results in present motorcycle construction. Three models—metric, ½-inch and ⅞ x 18. The metric has a special cap to take the Indian connection. A thumb-nut terminal also is furnished with each plug for convenient attachment to machines which have not the Rajah or Indian connection on the spark plug wires. **Price, $1.25 Postpaid.**

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.



We Ship On Approval
And Allow TEN DAYS' FREE TRIAL

The best "Nonskid", puncture-proof device for automobiles, commercial cars and motorcycles

Try Them At Our Expense
Be your own judge—don't take anyone's word for it.
"The proof of the pudding is in the eating."

Perfect Score in 4 Glidden Tours
Twin Cities to Fargo, N. D., 1909.
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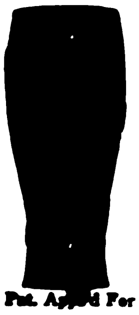
It only costs one cent to learn our prices and guarantee on "Brictson" Detachable Treads.

Write Today for Full Particulars.

THE BRICTSON MFG. CO.
2524 Main Street Brookings, S. D.

HALOO "Q D"


Pat. Applied For

No bothersome buckles and straps on the

Halco "Q D" Putties

You can put them on and off in the dark, in a jiffy—and yet the "Q D" fastener holds securely.

The two sizes, Medium and Large, can be adjusted to fit any leg.

In Addition

to the beneficial convenience of the "Quick Detachable" feature in HALCO "Q D" PUTTIES, you get the finest selected leather, thus assuring of long wearing quality.

Write on your letterhead for catalog P. D. Q., and mention your dealer's name.

The Quickest Seller Ever Sold

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Everybody's Buying Them

THE HAGERSTOWN LEGGING CO., Hagerstown, Md.

"Shocks and Bumps Don't Bother Me"

"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave.
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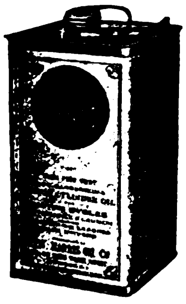
MOSLER'S
Spit Fire Spark Plugs
ARE THE BEST

ADVERTISE YOUR WANTS IN

THE MART

THREE CENTS A WORD **20,000 READERS**


1 gal. can 80c.

HARRIS
TRADE MARK REG. U.S. PAT. OFF.

OILS
AND
GREASES

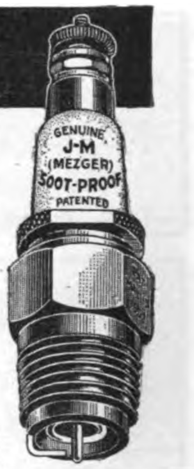
A special oil for a special purpose. Try HARRIS MOTORCYCLE OIL. See why it just fills the bill. No soot deposits, no waste.

"A Little Goes a Long Way and Every Drop Counts"

A. W. HARRIS OIL CO.

326 S. Water St., Providence, R.I. **143 No. Wabash Ave., Chicago, Ill.**

J-M (Mezger) SOOT-PROOF SPARK PLUG



No soot—so will not short-circuit. Porcelain insulation becomes so hot at tip end when plug sparks that soot is burned up instantly.

Porcelain withstands rapidly changing temperatures. Never cracks or breaks. Millions in use.

Guarantee: If any plug does not give satisfactory service, we will supply a new one or refund purchase price.

Price $1.00. Sold by most dealers or shipped direct from our nearest Branch.

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H. W. JOHNS-MANVILLE CO.

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GET READY FOR THE RIDING SEASON

Equip your old motorcycle with high-grade "second" tires. They are "second" in name only and cost ⅓ less than new tires.

28 x 3; 29 x 2¾ Studded U. S. Seconds, shoes—1913	$6.00
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28 x 2¼; 26 x 2½ Goodrich Moulded seconds, shoes—S. C	3.50
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Goodyear 28 x 3—2¾—2½ Tubes	1.50
U. S. Tubes, all sizes	1.50

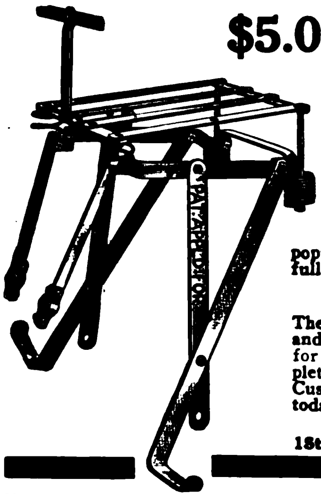
BUY A NEW MACHINE

Pierce—5 H. P.—36 cu. in.—belt	$150.00
Indian—4 H. P.—free engine—belt	150.00
Indian—4 H. P.—free engine—chain	160.00

Send for Our New Catalog---Now Ready

Motorcycle Manual free with
all orders amounting to $5.00.

F. A. BAKER & CO. **10 Warren St., New York City**



$5.00 For This Carrier
and
Seat Complete

Most jobbers and dealers are prepared to furnish Wald Rigid and Spring Carriers. We illustrate our carrier and seat No. 175. This is one of the most popular carriers on the market. Write today for full descriptions of

Wald Carriers

They are made of the finest materials. Jobbers and dealers not yet supplied should write today for our new 1914 proposition. We make a complete line of Combination Carriers and Seats, Cushions, Extension Nuts, etc. Riders, write us today.

WALD MANUFACTURING CO.

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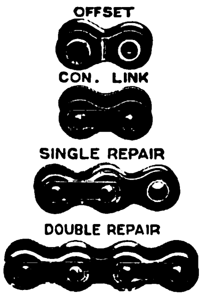
Duckworth Repair Links
(PATENTED)



Simplest on the Market.

Accurate. A Sure Lock.

Get Them of Your Jobber.

Duckworth Chain & Mfg. Co.

Springfield, Mass.

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LOUD—STRONG—SIMPLE

MOTORCYCLE ELECTRIC HORN
FIRST MADE—STILL BEST

Our No. 22 Samson Horn has solved the problem—thousands are in use and they have proven uniformly satisfactory.

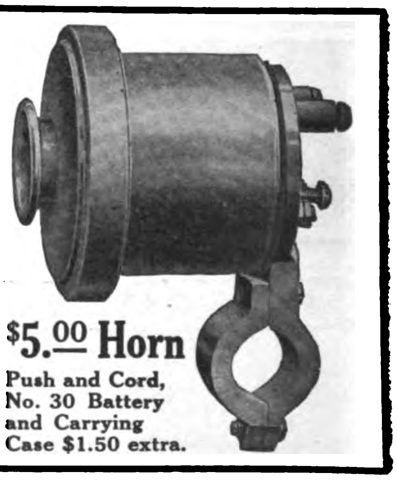
Our No. 30 Case and Special No. 3 long-lived battery recommended.

Two or three dry cells furnish enough current.

(This horn cannot be run off of magneto.)

Liberal Discounts to Dealers.

AMERICAN ELECTRIC CO.
Makers
State and 64th Sts., CHICAGO, ILL.



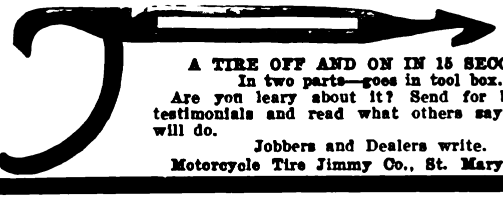
$5.00 Horn

Push and Cord, No. 30 Battery and Carrying Case $1.50 extra.

FEDERAL MOTORCYCLE TIRES

"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee



THE MOTORCYCLE TIRE JIMMY

Price
$1.00
Sent
Postpaid

A TIRE OFF AND ON IN 15 SECONDS.
In two parts—goes in tool box.
Are you leary about it? Send for booklet of testimonials and read what others say. A card will do.
Jobbers and Dealers write.
Motorcycle Tire Jimmy Co., St. Marys, Ohio.

A TEN DOLLAR DEPOSIT
will bring to your address any of these: EXCELSIOR—twin, 1911, magneto, free engine, $135. THOR—twin, 7 h.p. magneto, free engine, 2-speed, $160. THOR—single, 5 h.p. magneto, free engine, '12 model, $125. INDIAN—twin, magneto, free engine, 7 h.p., $135. HARLEY-DAVIDSON—Battery, 4 h.p., '10 model, excellent, $60.

WHIPPLE, The Motorcycle Man
Whipple Motorcycle Bldg. 1227 W. Jackson Blvd., Chicago

WE GIVE
Better service on Parts than most manufacturers—to satisfy yourself—TRY US. We carry in stock for: Thor, Indian, F-N, M-M, Royal-Pioneer, Curtiss, Marvel, also for all models Eclipse Clutches and Coaster Brakes, as well as Thor, Corbin and New Departure Brakes. We repair broken Crank Cases, Cylinders and other Castings by the Oxy-Acetylene Welding Process.

THE NEW YORK MOTORCYCLE CO., Inc.
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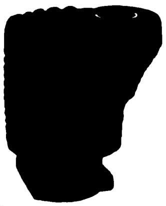
Are You Alive
To an opportunity of saving time and money in buying motorcycle or bicycle accessories? IF YOU ARE order from the "live-wire-house." Send for Monthly Bargain List.
The Haverford Cycle Co., 827 Arch St., Philadelphia, Pa.



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Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO., Racine, WIS.

TEMPTING MOTORCYCLE BARGAINS
You will find in our large, high grade assortment of slightly used motorcycles, probably just the Motorcycle you want at just the price you want to pay.
Send us a postal for Complete Bargain List and Prices.
GREEN'S PURCHASING AGENCY
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CASH
for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 13, Station G.
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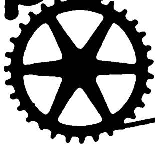

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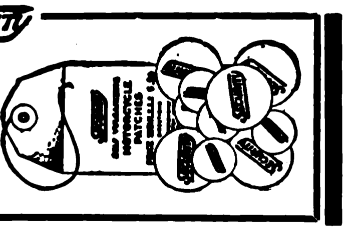
HYDRAULIC
HYDRAULIC PRESSED STEEL CO. CLEVELAND OHIO.



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Self - Vulcanizing Patches
Satisfy every user by making permanent repairs, same as if made with a steam vulcanizer by an expert repairman. Applied in one minute's time with the use of gasoline. ANY ONE CAN USE THEM.
MOTORCYCLE KIT 50c—12 Patches Complete
Satisfaction Guaranteed
The Security Co., 16 Shingiss St., Pittsburgh, Pa

IT PAYS to handle Up-to-date Motorcycle Fabric and Metal
SPECIALTIES
Write today for our 1914 Catalog which is being compiled now
ATLAS SPECIALTY MANUFACTURING COMPANY
219-221 North Michigan Avenue CHICAGO, ILL.

THE NEW "N. A." BREEZE
Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market.
Works Perfectly When Throttled Down to 230 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
All air ports have been enlarged.
A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.
Send for free catalog. Our Engine Trouble Text Book, 54 pages, will be mailed for 10 cents.
BREEZE CARBURETER CO. NEWARK, N. J.

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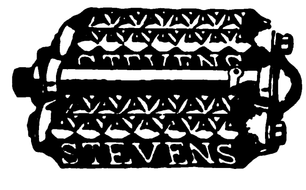
WHY NOT PATENT THAT INVENTION?
IT MAY MAKE YOUR FORTUNE!
My expert, confidential and personal service insures protection. Booklet and advice Free. Terms reasonable. Write me before you apply for a patent.
LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W., Washington, D. C.

All Sizes and Styles $1
Red Head TRADE MARK SPARK PLUG
Emil Grossman Mfg. Co., Inc.
Bush Terminal, Building 20, Brooklyn (N. Y City), U. S. A.
944 Woodward Ave., Detroit, Mich.



STEVENS'
Celebrated Motorcycle Pedals
AND
BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World
STEVENS & CO., 375 BROADWAY New York

Jericho Motorcycle Horn
Price complete, $4.50
Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or
THE RANDALL FAICHNEY CO., Mfgrs. - - Boston, Mass.

THE MOTORCYCLE MANUAL

MOTORCYCLE MOTOR PARTS

NOMENCLATURE (Motor Drawing)

TOURING

MOTORCYCLE LAWS, ETC.

TOTAL MILEAGE OF 1,500,000,000.

INTERNATIONAL EQUIVALENTS.

DIRECTORY OF THE MOTORCYCLE TRADE

The names of concerns whose advertisements appear in this edition of the Manual are printed in bold face type.

High Tension Magneto Ignition System.

KEEP A LOOKOUT FOR RUST

CHAPTER II—THE VALVES

THE STROKES OF A FOUR-CYCLE MOTOR, SHOWING THE RELATIVE POSITIONS OF PISTON, VALVES, CAMS, CONNECTING ROD, ETC.

A—Intake or Suction. B—Compression. C—Explosion. D—Exhaust.

AN ENCYCLOPAEDIA OF MOTORCYCLE TERMS AND TROUBLE REMEDIES

EXHAUST CLOSES.
INLET OPENS.
INLET CLOSES.
EXHAUST OPENS.
DEAD-CENTER.
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TO MOTOR
ARMATURE IN "MAXIMUM" POSITION
POLE-PIECES
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POINTS
MAGNETS
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ROCKER
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TO PRIMARY

The
Motorcycle Manual
and
Trade Directory

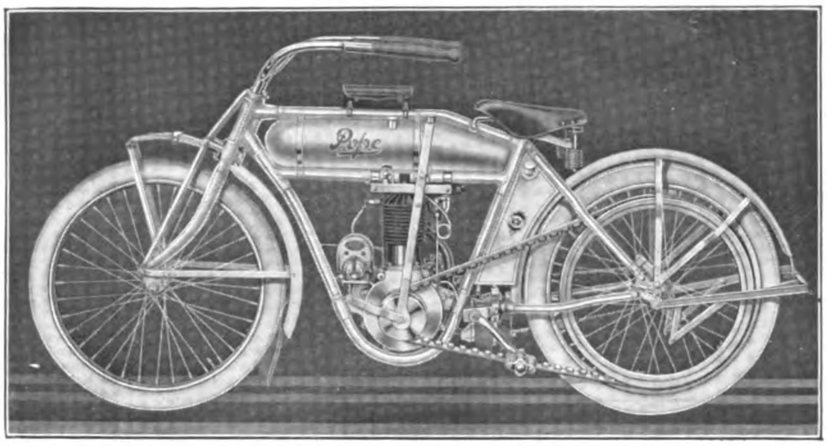
An authoritative text-book covering the construction, operation, care and repair of motorcycles; embodying the only motorcycle encyclopædia published; a directory of the motorcycle trade; all the latest racing records, and other interesting features. Sent postpaid for 25 cents.

MOTORCYCLE MANUAL
51 Chambers St. New York

The Motorcycle With The Biggest Field

The Price is the Lowest

The Quality the Highest



Model H-14 **Price, $150.00**

From the first production of this Model, its reception has been flattering, for the busy man can cover more ground and accomplish greater results with this modern time saver, simple in construction with no confusing parts or operating mechanism.

So sure—it can be relied on for instant service, day or night without regard to weather, but with always efficient service.

So good—it could not be made of better material, for none exists. The experience of years, at thousands of dollars cost, being in our library of reference.

So strong—it safely carries burdens far in excess of any which should be expected, but without faltering.

So swift—it will travel any speed you wish, to 45 miles per hour, and with an even gait mile after mile.

So economical—that it is the cheapest known method for quick transit, "thousands of miles of travel without a cent's expense for repairs," is a frequent report.

So complete—that it is hard to see what is needed more. The handsome saddle, imported magneto, heavy tires, spring seat post, and separate gasolene and oil tanks, leave little to be desired.

So necessary—that the man who wants to go anywhere needs our motorcycle—and its advantages can be applied to every case.

An average record is shown by a Model H bought in Beverly, Mass.; it has been run the first season at a repair cost of only 25c.—used in all by the first purchaser 18,000 miles—then after being traded for a Twin Pope Model H was sold, and now is in use for touring Europe, carrying the operator and his father. A record of continued and consistent good work.

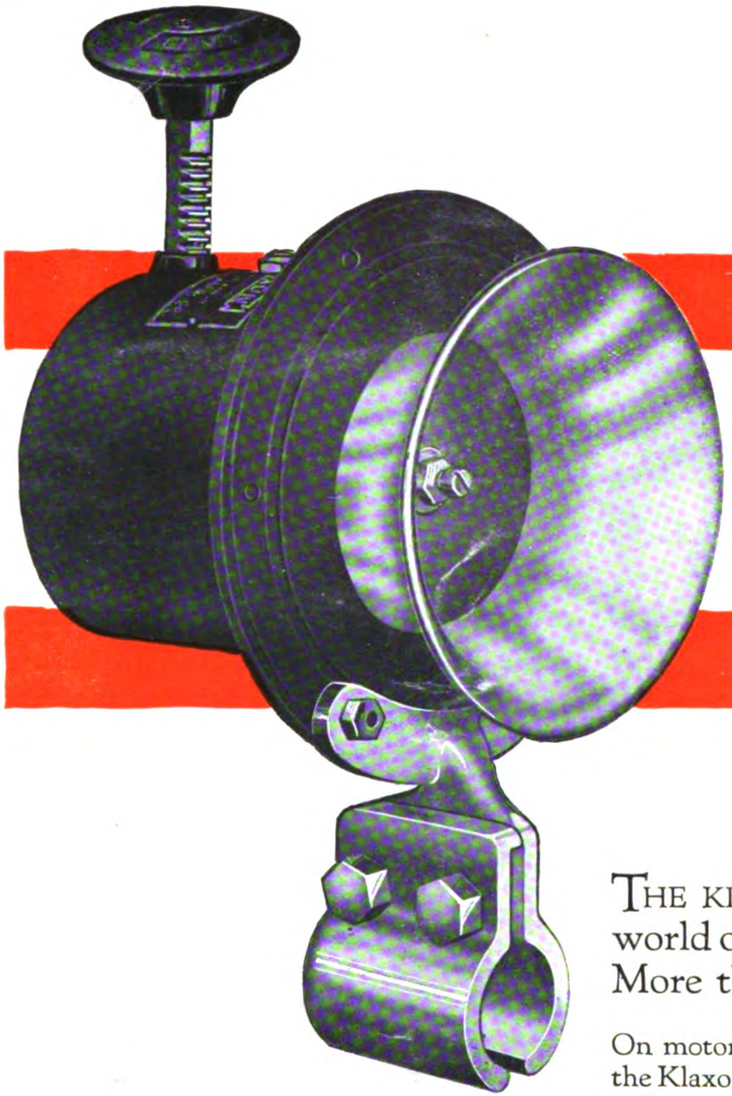
You can get equal results if you use one of these Motorcycles

DEALERS MUST CARRY MODEL H-14 IN STOCK, OR LOSE AVAILABLE BUSINESS

Catalog and Terms for the Asking

POPE MANUFACTURING CO.

Dept. A. **WESTFIELD, MASS., U. S. A.**



The MOTORCYCLE KLAXON

THE KLAXON for automobiles is known the world over as the STANDARD warning signal. More than 250,000 are in use.

On motorcycles it has been impossible in the past to use the Klaxon owing to the necessity of carrying batteries. This difficulty is now overcome in the Motorcycle Klaxon.

The Motorcycle Klaxon operates on the regular Klaxon principle: a steel diaphragm set in violent vibration by a rapidly revolving wheel—having specially designed cam faces. In the electric Klaxon this wheel is rotated by means of an electric motor; in the Motorcycle Klaxon by a train of multiplying gears.

You press the knob—and get a loud, sharp warning note—of great carrying power. It penetrates the noise of city traffic no matter how loud; and is heard far ahead—around bends and over hills—on country roads.

The Motorcycle Klaxon means SAFETY—safety for you and for those in front. It is absolutely dependable. It can't go wrong. It is always heard and always understood. It expresses danger. It is a true WARNING.

The price—Ten Dollars—buys PERMANENT satisfaction. The Motorcycle Klaxon will more than outlive your machine. It may be transferred from one cycle to another. It is guaranteed indefinitely.

It may easily and quickly be attached to the bus-bar, by means of an especially designed attaching clamp.

TO DEALERS

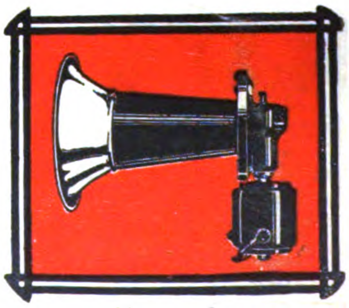
Obviously we could not afford to put this new signal on the market if it were not in every particular up to the Klaxon standard. It will find a ready sale among motorcyclists who want the best. Send at once for dealer's proposition. Address Dept. "MC."

KLAXONET

Lovell-McConnell Mfg. Company Newark, N.J., U.S.A.

KLAXON

"The Public Safety Signal"



KLAXON

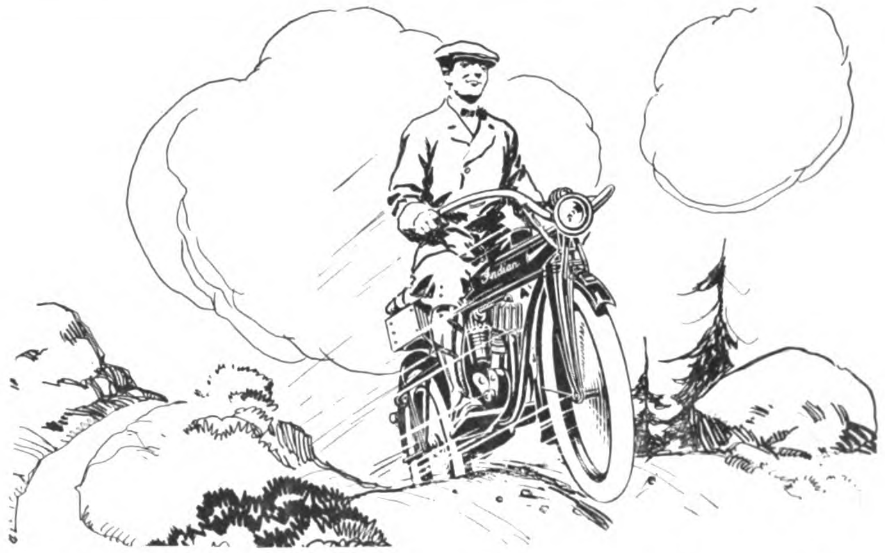
MARCH 5, 1914 10 CENTS A COPY

MOTORCYCLE ILLUSTRATED

Issued Every Other Thursday by the Motorcycle Pub. Co., 51 Chambers Street, New Yor

FIRST MARCH NUMBER

Story number two in our motorcycle fiction series will appear in the next issue. Watch for it and pass the good news along to a friend—especially to a non-riding friend.



All Roads are Level Roads
to the

Indian Motocycle

"Rushing" a hill is an unknown experience to the Indian rider. "A twist of the wrist" silently gives the command to the motor for more power. And the power is there. It responds instantly. The rider feels that peculiar "bite"—a thrilling, assuring sensation of the answering motor!—and then the speed deftly picks up—picks up—picks up—without a moment's hesitation. The steepest grade offers no trouble to the Indian-mounted man.

Rough roads, too, mean nothing to the Indian tourist. With his machine fitted with footboards and that incomparable, inimitable comfort feature, the Cradle Spring Frame, shocks and jars are dispelled. Indian riding is smooth riding, whatever the condition of the highway.

With stupendous power—with perfected comfort devices—all roads are level roads to the Indian

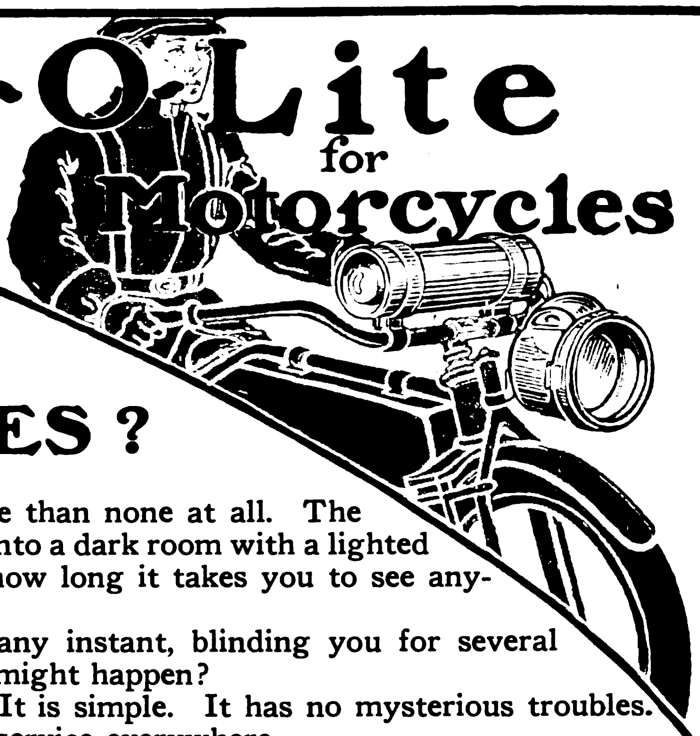
1914 Catalog Ready

Hendee Manufacturing Co., Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:
Chicago Dallas Kansas City Minneapolis Denver San Francisco
Atlanta Toronto Melbourne London

Prest-O-Lite for Motorcycles



CAN YOU AFFORD TO TAKE CHANCES?

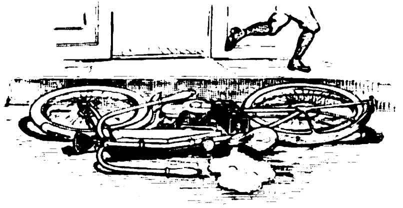
An unreliable light may prove worse than none at all. The sudden failure of a light blinds you. Go into a dark room with a lighted match, blow out the match and notice how long it takes you to see anything.

Electric light is apt to snap out at any instant, blinding you for several moments. Before you could stop, what might happen?

Prest-O-Lite is absolutely reliable. It is simple. It has no mysterious troubles. Needs no expensive repairs. Backed by service everywhere.

It is the most convenient light you can use, and gives the best road light. Prest-O-Lite gas costs no more than running a carbide generator, and costs only 1/3 to 1/5 as much as electric light.

How About This



Occasionally you come back to find the machine lying on one side. A small boy or the wind has tipped it over. Or perhaps you take an occasional spill. Storage batteries can't stand such treatment. And storage batteries cost money.

If anyone claims his battery will stand it, ask him to hold it 3 feet from the ground and let it fall. Then see what happens to the plates and acid.

If he won't risk the test, why should you risk it on a dark night, with your safety at stake?

To The Dealer

Riders have been quick to see why electric light is not practical on motorcycles.

Prest-O-Lite has very few troubles, breeds no kicks, makes no enemies, and doesn't compel you to dip into your pockets for free service.

Prest-O-Lite saves money for your customer and makes money for you. What more could you ask?

If your competitor is trying to force electric lights on his customers, it is his mistake and your opportunity—and most riders know it already.

You can easily sell a Prest-O-Lite every time you sell a motorcycle, and sell more motorcycles because you are selling Prest-O-Lite.

Try Pres-O-Lite 30 Days—FREE

You can prove all our assertions about Prest-O-Lite, by taking advantage of our 30 days' free trial offer.

Will the maker of any other lighting system let you try his light 30 days free? Ask him?

Before you buy any system, get the facts on ALL systems by using the coupon.

IMPORTANT

In any combination of equipment, insist on Prest-O-Lite.

Any manufacturer or dealer, who is offering a combination of equipment, will include Prest-O-Lite if you insist.

If you know all the facts, you will insist. Get the facts. Use the coupon.

THE PREST-O-LITE CO., Inc.,
246 Speedway, Indianapolis, Ind.
(Contributors to Lincoln Highway)
Exchange Agencies Everywhere.

Use the coupon today

The Prest-O-Lite Co., Inc.,
246 Speedway, Indianapolis, Ind.

Please send facts on ALL Lighting Systems

to ....

....

....

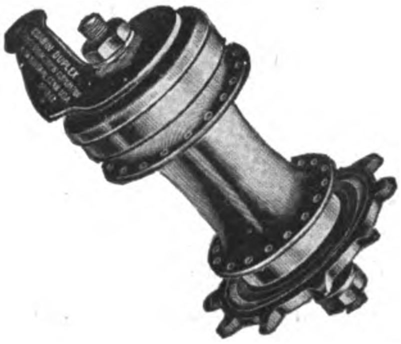
"Corbin Control Means Safety Assured"

No matter where bicyclists tour they travel in safety and comfort when their machines are equipped with the

CORBIN

DUPLEX BRAKE

The quick, positive action of these brakes gives confidence that adds to the pleasure of every ride.



Write today for 1914 catalog

THE CORBIN SCREW CORPORATION

The American Hardware Corporation, Successors

NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

CLEANING THE MUD OFF IN "DEAD MEN'S CANYON," COLORADO.

Empires—The Good-Luck Tires

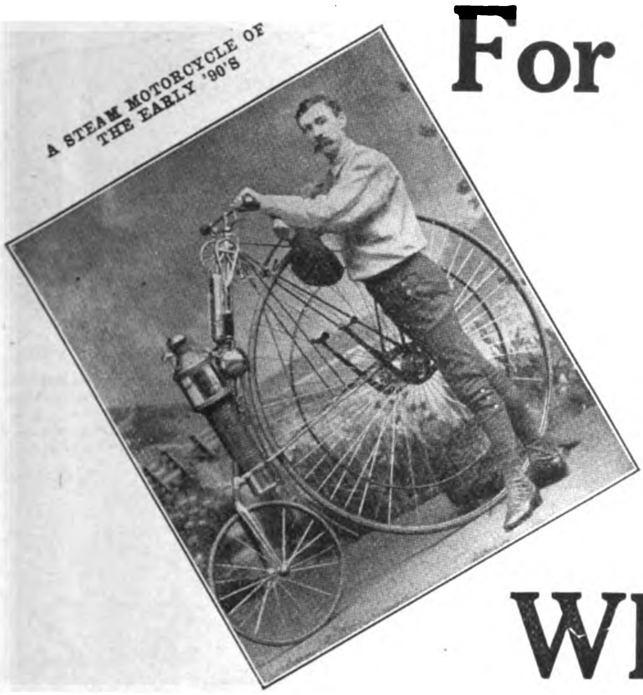
Mr. E. B. McKay, July 25, 1913.
c/o Empire Tire Co., Chicago, Ill.

Dear Sir: Am pleased to inform you of the good luck I had on the F. A. M. tour from Cleveland to Denver, 1,680 miles. I used, as you know, a pair of 3" Empire Tires and made the entire trip without even putting in any more air than I started with, while the rest of the boys seemed to be repairing all the time. I wish to thank you at this time, as I did not have the chance before leaving for favors you have done for me. I made the trip from Cleveland to Chicago, 408 miles, in 15-1/2 hours, and was the only one in the tour to make the entire trip without a puncture or a spill. I think the trip through the West with your oversize tire will do you a great deal of good, as all the boys in the tour seemed to feel that being able to keep right side up, through the sand and two days of mud was due to my tires. Enclosed find photo of the finish of the run which I wish you would send on to me at 6810 Superior Avenue, Cleveland; also wish to state that I won another gold medal, the fourth one this year on your tires. E. J. HAWKINS.

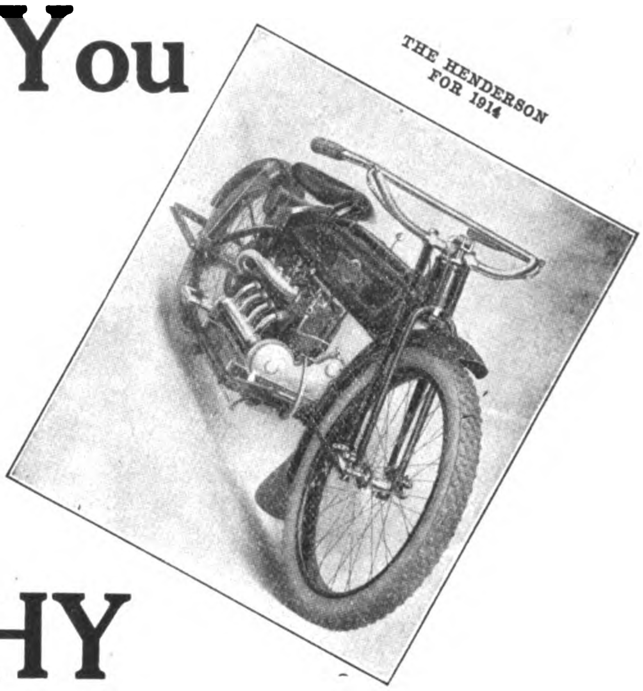
Empire Rubber & Tire Company, Factories, Trenton, N. J.

A Picture Story

For You



A STEAM MOTORCYCLE OF THE EARLY '90'S



THE HENDERSON FOR 1914

WHY

THE HENDERSON

Back in the early '90's Mr. Copeland—now a prominent engineer of the Victor Talking Machine Company—conceived the idea of a power-driven bicycle.

After months of tireless effort he developed a ⅛-H.P. Piston Valve Steam power-plant; the steam being supplied by a 14" Fire Tube boiler with a gasoline burner. The transmission was a round belt drive.

On its first appearance the machine was a device of wonder and ridicule to those who "knew" a power-driven bicycle was utterly impossible.

Fifteen years proved the error of these "wise men" who would not concede mechanical progress—and place the power bicycle on the streets to become a commercial necessity.

In two years the Henderson reached the goal of motorcycle perfection.

It stepped into an industry whose development covers two decades.

In that same period the gasoline power plant has developed to a point of supreme excellence.

The automobile grasped every motor refinement immediately it was proven—hence the resultant efficiency, beauty and luxury as the motor grew from the "single" to the "twin," the "twin" to the "four" and the "four" to the "six."

With the creation of the "twin" the motorcycle halted in its marked progress.

It rested with men long schooled in automobile construction to step into the motorcycle industry and prove the wonderful possibilities with a four-cylinder power plant.

In the short period of but two years and a half the HENDERSON four-cylinder machine has demonstrated conclusively that the motorcycle is a vehicle of refinement, a commercial necessity, a vibrationless mount, with absolute comfort and control and with it all a quiet, clean riding machine of maximum efficiency.

"Write for the Henderson letter"

Henderson Motorcycle Company

Detroit Michigan

Factory Branches

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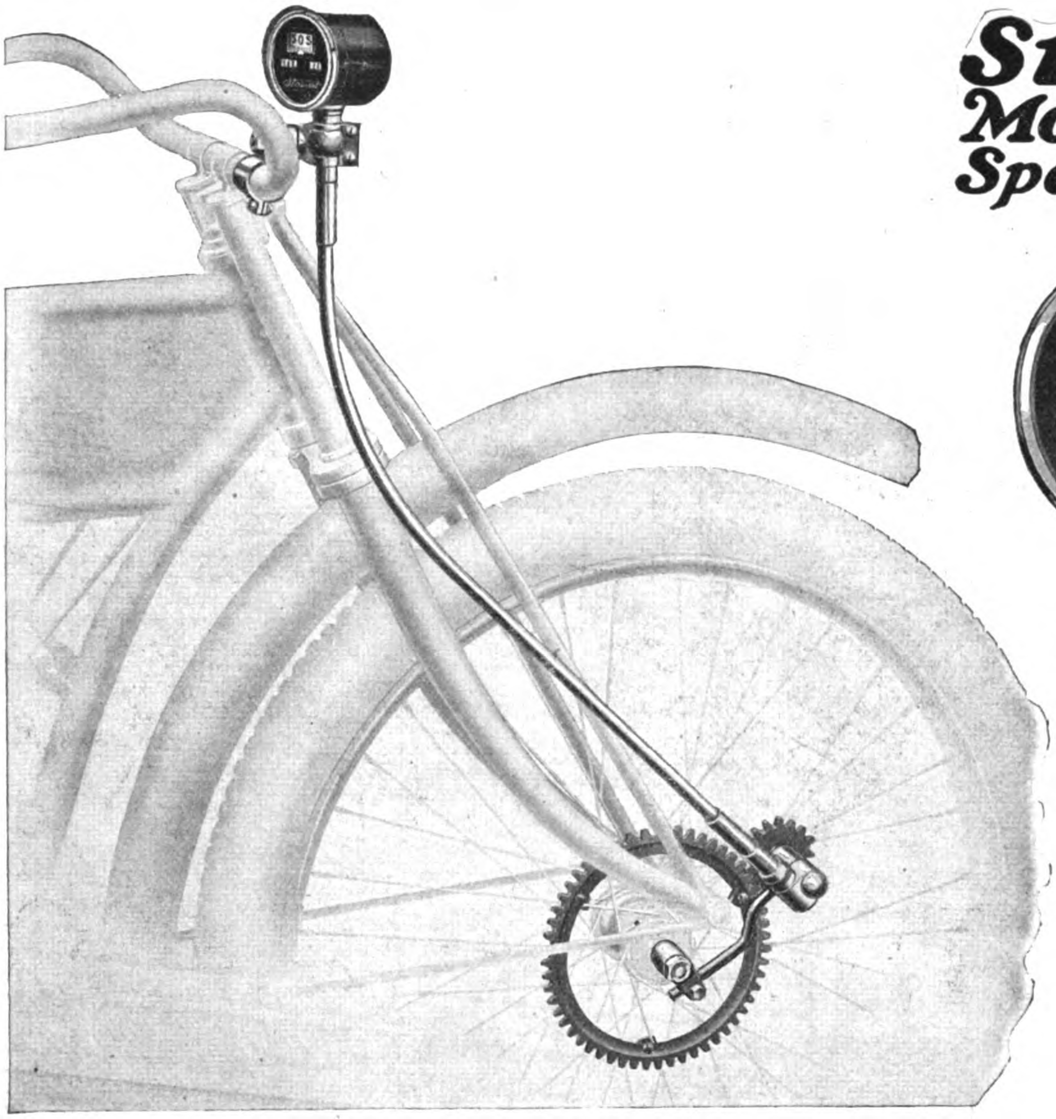
2007 S. Michigan Ave.

SAN FRANCISCO
1592 Market St.



Stewart Motorcycle Speedometer

MAGNETIC TYPE
75 0 5
MILES PER HOUR
SEASON MILEAGE
TRIP
Stewart

Model 101-A

Season odometer registers 10,00 miles and repeat; trip odometer registers 100 miles and repeat. All speeds are indicated (even fractions of a mile) from zero to 80 miles an hour.

$12

Complete
Fully Guaranteed

Front Fork Punishment Cannot Injure this Stewart Front Drive Model

IN all *other* front wheel drive motorcycle speedometers the driving chain operates through a flexible shaft. No flexible shaft can stand the terrific pounding and whipping of the front wheel. Therefore no other front drive motorcycle speedometer can last and give satisfactory service.

But our Front Drive model is different. Its driving chain is enclosed in a *solid, rigid tube.* This solid tube supports the bracket which holds the angle joint and fibre pinion. The other end of the bracket swings free on a swivel device attached to the front wheel axle.

At every shock and jolt the fibre pinion simply moves up and down on the sprocket, and this prevents any harm from the violent front fork action.

Instead of expecting a flexible shaft to stand the eternal bending and twisting (a thing it cannot do) we provide a mechanical device which does not suffer by reason of resisting this punishment, but instead renders it harmless by absorbing it.

You no longer have to accept a rear wheel drive motorcycle speedometer. As you know, the rear drive instrument registers false mileage constantly, every time you tune up the motor and every time your rear wheel slips. This type has only been used because no previous *front* drive instrument has been practical.

Now you can get the Stewart Front Drive Model, with its rigid, lasting drive and its famous Magnetic Type Speedometer—standard the world over—and the price is but $12 complete. Accept no other.

Stewart-Warner Speedometer Corporation, Factories: Chicago, Ill. and Beloit, Wisc.

17 Branches and Service Stations in all cities and large towns

Thor

The Quality Motorcycle Now at Popular Prices

Model 14A	9-14 H. P.	Two Color Blue	-	$275.00
Model 14U	7-9 H. P.	White or Blue	-	250.00
Model 14W	5-7 H. P.	White or Blue	-	225.00
Model 14M	4-5 H. P.	White or Blue	-	200.00

Prices That Bring Business

More riders than ever can enjoy the Thor, because it is now sold at popular prices.

This is a big point in favor of the Thor dealer. It's going to make big Sales!

Thor Quality and Thor Prices give you the lead on any form of competition.

Feature the Thor and watch business come your way.

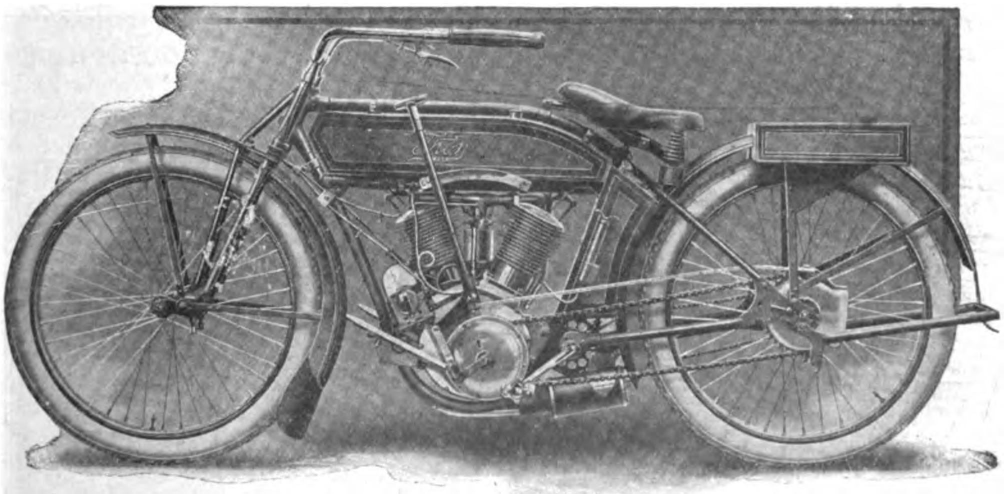
WARNING: Prepare for early spring rush by ordering in now. Big reserve stock

AURORA AUTOMATIC MACHINERY CO.

General Office: Thor Bldg., 1307 Michigan Ave., Chicago

General Sales Office and Works: 361 West Superior Street, Chicago

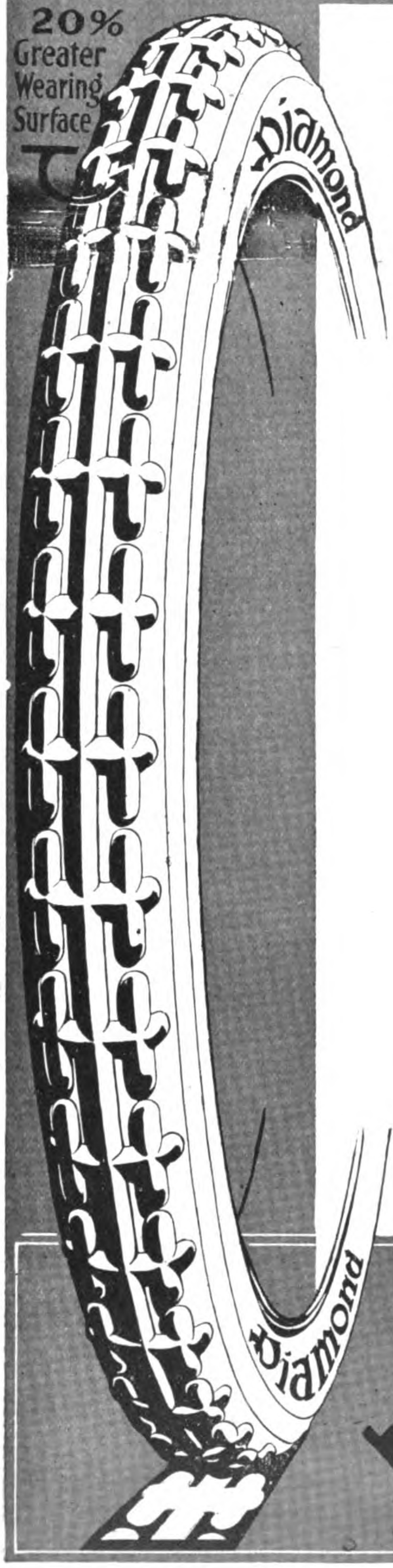
Thor



Model 14A, 9-14 H. P.

Thor

Selected for Endurance Contest



In selecting tires for the hard service of the Buffalo Motorcycle Club Endurance **Run, October 26th, Mr. Herman L. Peters,** Harley-Davidson distributor, equipped two machines with Diamond Safety Squeegee Tread Tires.

Mr. Peters, in a letter to the Diamond representative at Buffalo, says:

> "Owing to the terrible condition of the roads over which this run was held, due to one week of continuous rain, it became necessary for us to provide our machines entered in this run with tires that we knew would not skid on these treacherous muddy roads.
>
> "Experience has taught us that the Sterling Non-Skid qualities of your Diamond Safety Tread Tire would be equal to the emergency, therefore, we equipped two of our machines with them.
>
> "Twenty-three motorcycles started in this run, only four contestants finished—three were Harleys and two were shod with Diamond Tires. This run was conceded the hardest and most gruelling run ever held in the United States, and Diamond Tires demonstrated their fine qualities to our utmost satisfaction."

You can get this same tread on *your* motorcycle.

The Vitalized Rubber insures more mileage—and the Squeegee Tread is a positive protection against skids.

Write for information—address
Diamond Motorcycle Tires, Akron, O.

SAFETY SQUEEGEE TREAD
Diamond
MOTORCYCLE TIRES

Convenience, Luxury, Efficiency

in Motorcycle Lighting

The rider of today wants a lighting outfit on his motorcycle that eliminates any suggestion of effort on his part to sustain its efficiency and reliability. Dissatisfaction in any component part of a motorcycle invariably leads to dissatisfaction with the machine itself. So the wise rider specifies and the clear-sighted dealer stocks the

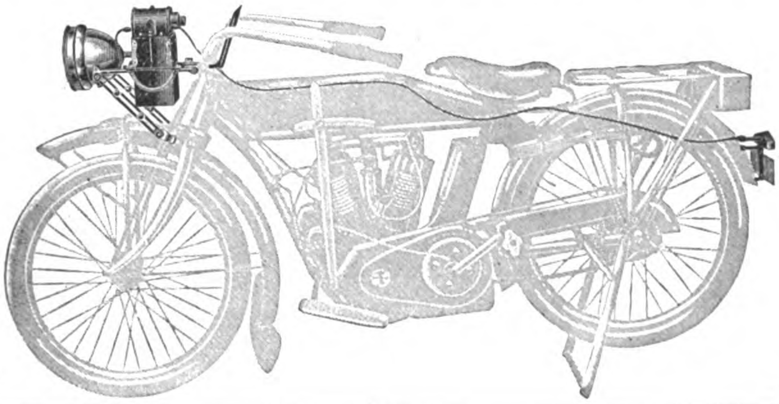
"Old Sol" Electric Lighting Equipment

With its highly concentrated forty-ampere hours storage battery, its two-bulb electric headlight—one for city lighting and the other for country searchlight work—its compact one-piece tail lamp, its four-way lighting switch, the "Old Sol" outfit is as handsome, complete and serviceable a layout as can be found.

The battery cannot burn itself out by short-circuiting. It is immune from damage by vibration, jars or even accidents. It has been built essentially for motorcycle use and abuse.

The two-bulb lamp enables the rider to economize on light when riding through the city. The one candle power bulb sheds a bright glow that does not dazzle the eyes and is yet sufficiently strong to meet all city requirements. The three c. p. searchlight throws a piercing glare of light that cannot be equalled by any motorcycle lamp on the market today, and by but few automobile lamps.

Write us today for complete information on the "Old Sol" Outfit, showing its adaptability, economy and ease of operation.



Hawthorne
Mfg. Co.

38 Spruce St.
Bridgeport, Conn.

EMBLEM

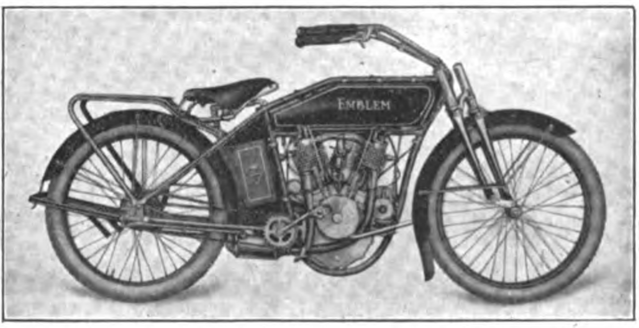
The Motorcycle That Makes History

The Emblem will figure more prominently in the annals of motorcycle history—the *real* history—that of road runs, endurance trials, transcontinental records, world tours and other really vital records of the motorcycle's advance—than any other machine made. Look back through the years. On each page you will find boldly inscribed the name

"Emblem—The Doer of Deeds"

The world's record for a belt machine on a dirt track is held by the EMBLEM. The first coast to coast trip with two passengers was made on an Emblem. No one has yet beaten that 19 hour record between Angola, N. Y., and Boston, Mass., a distance of over 600 miles, made by an Emblem. And so it goes, time always telling the tale of EMBLEM ability—the sort of ability YOU, Mr. Rider, want to find in your mount, and YOU, Mr. Dealer, want to proclaim in the machine YOU handle. Write us about it. There is still some good territory open—but it will not remain so for long.

**Emblem Mfg.
Company**



**Angola
N. Y.**

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$10.

First cost the only cost

Put Reliability First

RELIABILITY is the keynote of the Long Horn —a mechanical warning signal that employs no perishable bulb, that is independent of cumbersome electrical devices, and that positively cannot fail.

The Long Horn is direct-hand-operated. All working parts are self-contained. Its unfailing response is regulated in intensity and duration by the amount of pressure on the knob and ranges from a polite appeal to a peremptory command. Personal safety demands the

LONG HORN

INVENTED BY G. F. LONG

"Leaves nothing to chance"

All uncertain factors have been eliminated. Selected material is employed throughout. Gears are machine-cut and hardened. Vibrator runs on ball-bearings. It is light in weight, easily attached, built to outlast the machine and involves no maintenance expense. Motorcycle model price $10. Made in Black Enamel, Black Enamel and Nickel, and Nickel. Write nearest Branch for booklet.

H. W. JOHNS-MANVILLE CO.

Brake Lining, Spark Plugs, Electric Lamps, Speedometers, Horns, Fire Extinguishers, Carburetors, Dry Batteries, Vaporizers, Auto Locks, Fuses, Tapes, Packings, Etc.

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2320

IT'S THE HILLS

That Test Transmission

It is on these stiff up grades that the excessive strains on transmission occur—and it's on just such tests as in hill climbing that

SPARTAN BELTS

show the goods that are in them

They are put through a special stretching process at the factory that makes them practically stretchless, impervious to all weather conditions, heat and oil. Spartans perform just as well on hills as on the levels.

Users say they are

Economical—Efficient—Durable—Comfortable

Our new Belting Manual is just off the press. It is the most complete and authoritative analysis of the belt transmission question ever written. FREE to anyone sending his name and address.

Graton & Knight Mfg. Co.

WORCESTER, MASS.

ALWAYS MAKES GOOD

ALWAYS MAKES GOOD

Come On Along

The Good
Old

Is Really Built For Two

The Enormous Power, Grip Control, and Perfect Balance
of the

Excelsior Autocycle

make it the ideal machine for side car, tandem, or other heavy-duty service.

The grip-controlled clutch on the regular models, and the single-lever, single-movement operation of the two-speed gives the rider a degree of safety and security that enables him to give all his attention to his company and the scenery.

It also enables the lineman and commercial user, carrying heavy loads of tools or merchandise, to avoid the falls and accidents often due to momentary loss of control of the steering or some other important detail of operation, while the hands are removed from the grips to manipulate the clutch.

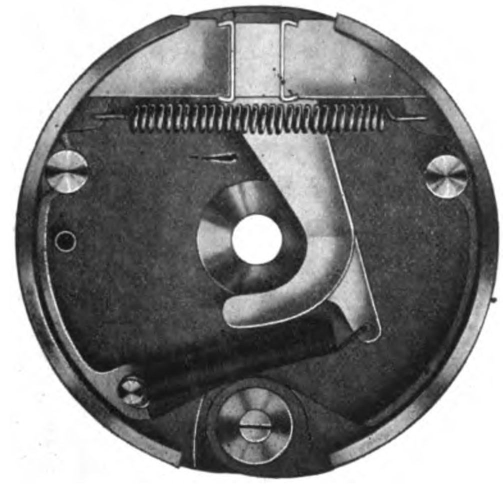
There are many other reasons why you want an Excelsior.

Our new catalog is full of valuable information for anyone considering the use of a motorcycle for business or pleasure.

Write for it today. It is worth real dollars to you, but a postal card will get it.

Excelsior Motor Mfg. & Supply Company
Office and Factory: 22nd and Union Streets, Chicago

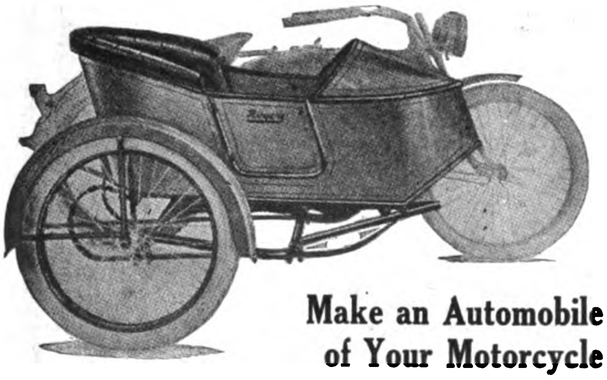
New Departure—
The Gentle Giant



gives you more positive and powerful control of your motorcycle than does any similar device on any other motor driven vehicle. In working through dense traffic, in riding precipitous hills, in making instant stops to avoid collisions, it cannot and will not fail.

Made for chain and belt drive machines and can be supplied with attachment for operating from the footboard if desired. Write for special literature.

THE NEW DEPARTURE MFG. CO. - Bristol, Conn.



Make an Automobile of Your Motorcycle

By adding a Rogers Sidecar, you can carry two with as great comfort and much greater economy than with any motor car.

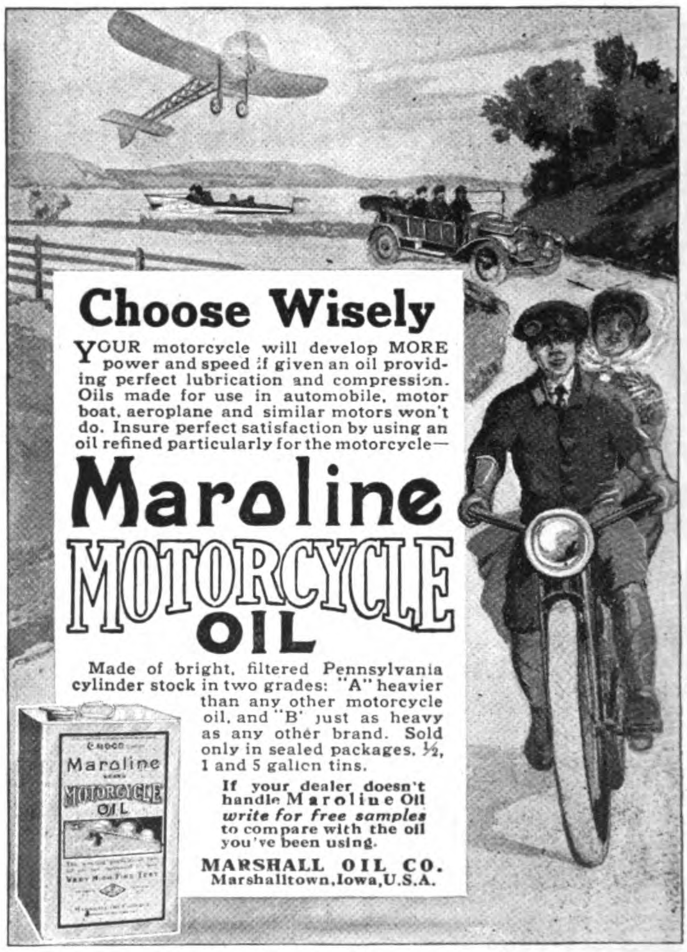
The Rogers is strong enough for use with the most powerful two-speed twin, and yet light enough so that many single-geared, single-cylinder motorcycles are pulling it satisfactorily.

Do not overlook the fascinating possibilities of the motorcycle and Rogers Sidecar.

Rogers

ROGERS MANUFACTURING COMPANY
CHICAGO

328 WEST MADISON STREET, CHICAGO



Choose Wisely

YOUR motorcycle will develop MORE power and speed if given an oil providing perfect lubrication and compression. Oils made for use in automobile, motor boat, aeroplane and similar motors won't do. Insure perfect satisfaction by using an oil refined particularly for the motorcycle—

Maroline
MOTORCYCLE
OIL

Made of bright, filtered Pennsylvania cylinder stock in two grades: "A" heavier than any other motorcycle oil, and "B" just as heavy as any other brand. Sold only in sealed packages, ½, 1 and 5 gallon tins.

If your dealer doesn't handle Maroline Oil *write for free samples* to compare with the oil you've been using.

MARSHALL OIL CO.
Marshalltown, Iowa, U.S.A.

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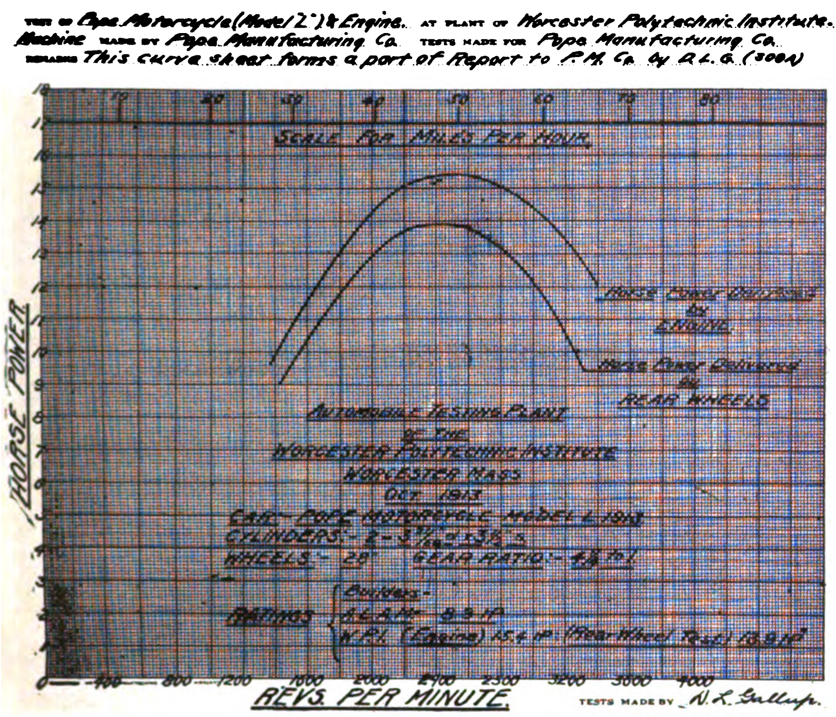


Indisputable Evidence of the Great Power of the Pope Twin Motorcycle

The 15.4 H. P. Engine Gives 13.9 H.P. at the Rear Wheel

FACTS are stubborn things, and secured by certainties.

The power of the Pope Twin Cylinder machine has amazed all riders, from the first.

To establish with certainty, the facts, the Pope Twin Cylinder was tried, to find the limit of its power. The results secured were those of constant, sustained ability.

The kind which in any trip is equal at the finish to that of the beginning.

The power chart shown gives ample proof of the motor's ability, and bears careful study.

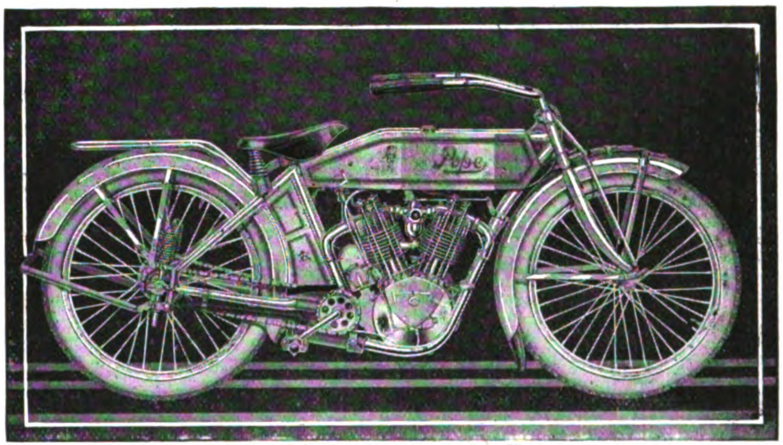
Our remarkable shock absorbing devices and the easy "balance" of the machine as a whole, makes riding a delight, and gives the user a feeling of utter confidence.

Easy to handle in congested streets, with no complicated mechanism, there is a speed ability to meet requirements.

Pope Motorcycles are winning races wherever entered, are climbing grades before considered unsurmountable and are making a host of friends.

THE MACHINE WHICH CLIMBS ALL GRADES—WHICH LEADS ON THE RACE TRACK AND WHICH HAS TRAVELED 150 MILES IN 149 4/5 MINUTES.

Model L-14 with the same power unit and addition of foot boards and pedal operated brake. Price, $250.00.


The Model L which stood the Tests.

Send for "Settling the Question of Horse Power." Ride a Pope Motorcycle and be a leader.

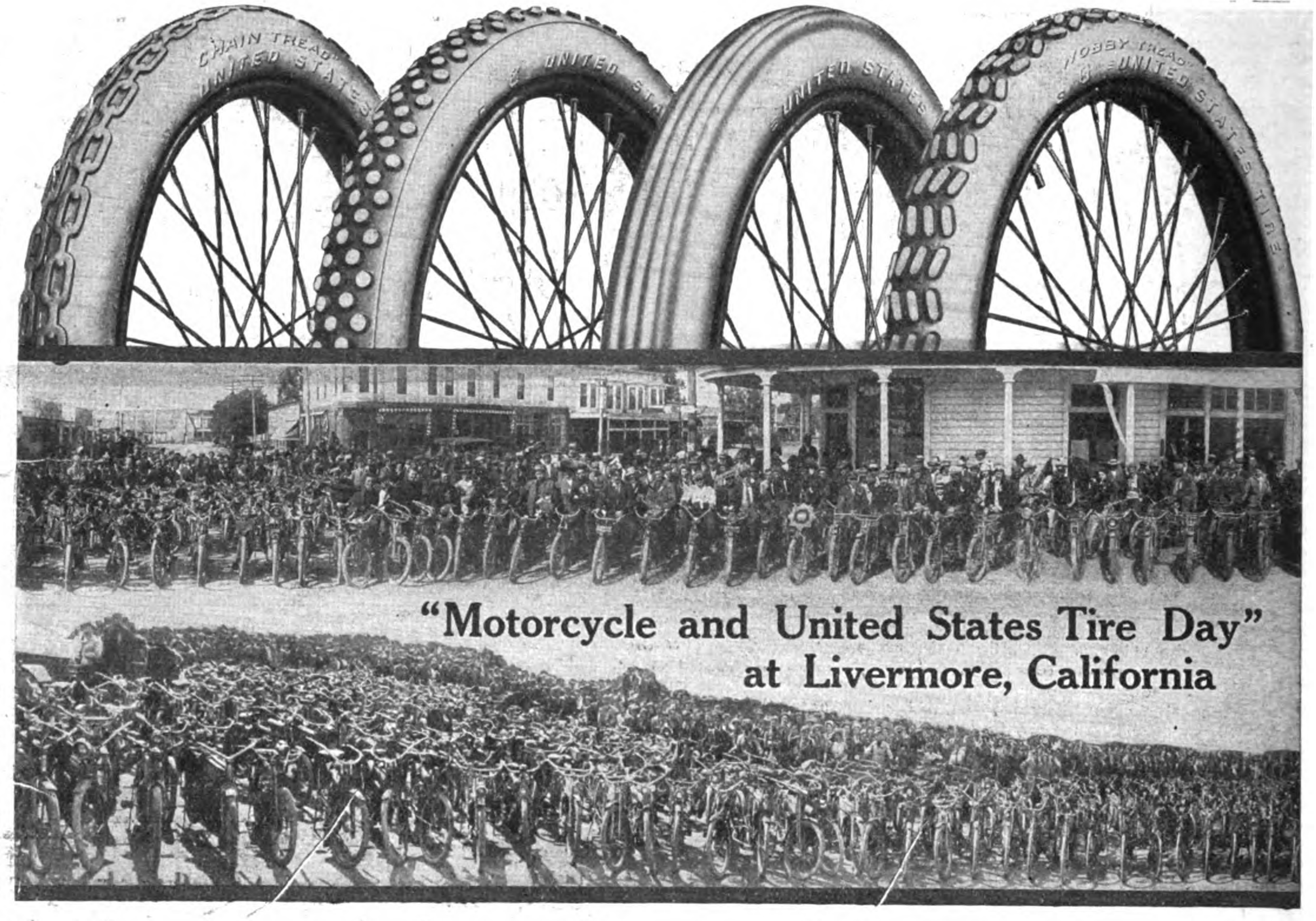
The Pope Manufacturing Co.

11 Cycle Street
Westfield, Mass. - U. S. A.

THE PIONEERS, YET LEADERS, IN MAKING HIGH CLASS BICYCLES, THIRTY-SIX YEARS' EXPERIENCE. OVER FIFTY DISTINCT MODELS TO SELECT FROM.

POPE MOTORCYCLE DISTRIBUTORS.

Northwest: F. P. Keenan Co., Portland, Ore. Northern Cal. and Nevada: Kimball Upson Co., Sacramento. So. Calif. and Arizona: G. L. Smith, Los Angeles. Colorado: Pettee Cycle Co., Denver. So. Dak., Northwestern Iowa, So. Western Minn.: Van Brunt-Bleeg Co., Sioux Falls.
WHOLESALE: KANSAS—Ellis Bicycle Co., Wichita; Johnson & Mularky, Beloit; A. Hood & Sons Imp. Co., Pittsburgh. KENTUCKKY—Jos. Candioto, Lexington. MISSOURI—W. Bell, Kansas City. MONTANA—Behrendt Brothers, Billings. DISTRICT OF COLUMBIA—T. N. Mudd, Jr., Washington. FLORIDA—Dilts & Jelliffe, Miami. MARYLAND—Fred Tiemeyer Motor & Supply Co., Baltimore. GEORGIA—L. S. Crane, Atlanta. MASSACHUSETTS—New England Manufacturing Co., Boston; Lynn Sporting Goods Co., Lynn; C. F. Wing Co., New Bedford. NEW JERSEY—Charles Krebs, Newark; Howard Cycle Co., Trenton. NEW YORK—George Uniss, Brooklyn; Poppenburg Motorcycle House, Buffalo; Amos Shirley, 935 Eighth Ave., New York; Maecherlein, Bloss Co., Rochester; Doubleday-Knowland Co., Syracuse. OHIO—Cincinnati Motorcycle Co., Cincinnati; F. E. Reibold, Dayton; Mansfield Motorcycle Garage, Mansfield; Hemm Brothers, Piqua; Mahoning Cycle Co., Youngstown. PENNSYLVANIA—Auto Motorcycle Co., Philadelphia; W. W. Bennett Motor Car Co., Pittsburgh; James Mayo, Reading. INDIANA—Koch Outfitting Co., Evansville; Merz Motor Co., Indianapolis. ILLINOIS—Whipple, The Motorcycle Man, Chicago; Central Vulcanizing Co., Peoria. TEXAS—W. C. Stripling, Fort Worth. IOWA—F. R. Whitney, Cedar Rapids. NEBRASKA—Diers Cyclery, Omaha. MINNESOTA—St. Paul Cycle Exchange, St. Paul. MICHIGAN—Leo H. Slipson, Detroit. UTAH—Western Arms & Sporting Goods Co., Salt Lake City. WISCONSIN—John Kuenzli, Milwaukee.



"Motorcycle and United States Tire Day" at Livermore, California

In the pleasures, the usefulness, and the economy of the motorcycle today—United States Motorcycle Tires are acknowledged to be one of the greatest factors

We, the builders of UNITED STATES TIRES, have kept step with the growth and the perfection of the motorcycle.

We have watched the motorcycle's progress.

We have studied the motorcycle's needs.

We build tires for the actual requirements of the motorcycle.

We have solved the motorcycle tire problem.

Our motorcycle tires have proved to be one of the greatest factors in the life and progress of the motorcycle.

UNITED STATES MOTORCYCLE TIRES are today the accepted standard of the motorcycle world.

UNITED STATES MOTORCYCLE TIRES are today the most popular motorcycle tires in the world.

And they deserve to be.

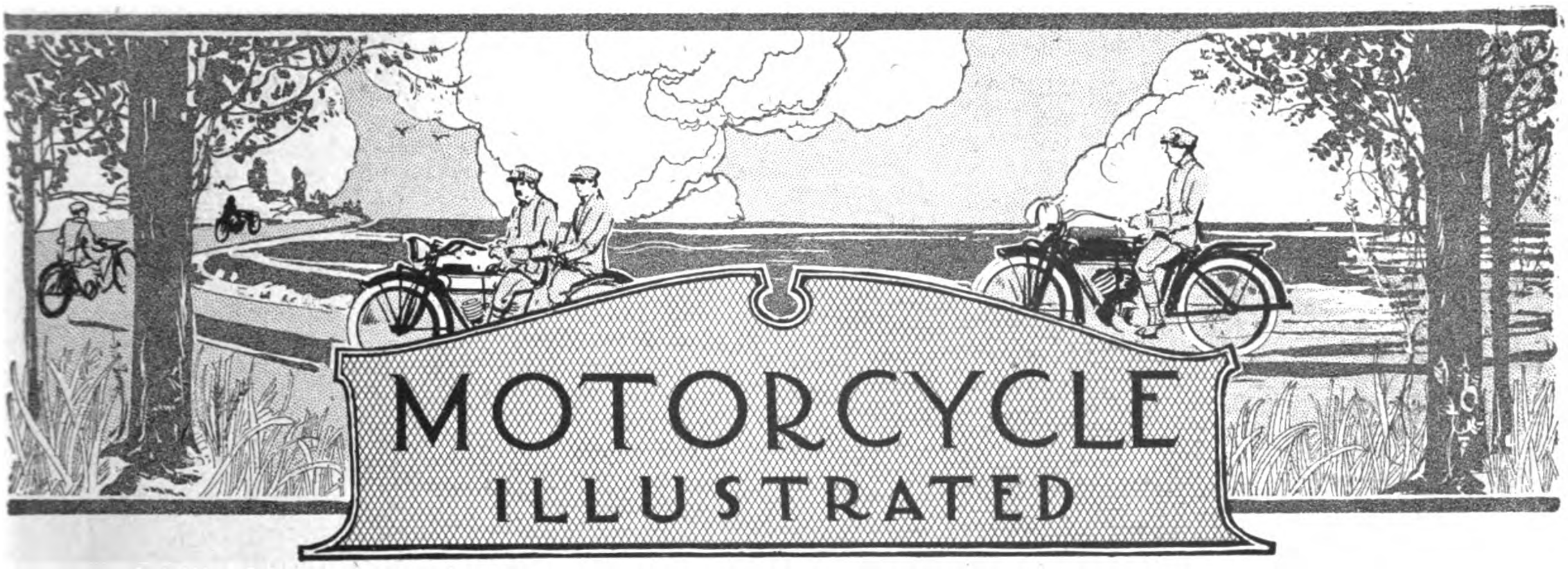
In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the

Largest Rubber Company in the World



NEW FREIGHT RATES GIVEN ON SIDECARS

Through the Activity of the Hendee Mfg. Co. Material Reductions Have Been Obtained in Schedules for Sidecars and Delivery Vans in Southern and Western Classifications.

AS the result of persistent efforts by Traffic Manager C. F. Duggan, of the Hendee Manufacturing Co., the rating on motorcycle sidecars and delivery vans in Southern Classification territory has been reduced from three times the first class rate to double the first class schedule, for lots of less than a carload, and if shipped in carload quantities the sidecars and vans will go at first class rates. The minimum carload weight is 12,000 pounds. With these concessions goes the privilege of mixing the sidecars and vans with motorcycles and shipping at motorcycle carload rates. The new rating became effective February 14 last.

In Western Classification territory the same concessions have been granted, but in this case the changes will not become effective until the issue of the next supplement to Western Classification No. 52.

NEW HAGSTROM ORGANIZATION

Salina, Kan.—Announcement is made of the sale and reorganization of the Hagstrom Mfg. Co., producer of electrical, rubber and hardware specialties, with factory in Lindsborg, Kan., and offices in this city. The company is now headed by J. F. Merrill, as president. Mr. Merrill is also president of the Farmers' National Bank of Salina, and of the Falun State Bank. He is widely known as an active business man with broad-gauge policies. Charles Lander, the new production manager, has had a varied and highly successful business education and has also found time to become a member of the Kansas Legislature and of the State Board of Regents. R. J. Laubengayer, sales manager, has been connected with the executive end of the sales field with various well-known eastern manufacturers.

With plenty of capital and the strong executive staff named above, the company will be prepared to market the Hagstrom products under the most advantageous conditions. The company will deal direct with jobbers. One of the latest additions to the Hagstrom line is a blowout patch called the "Hagstrom Swede," which combines simplicity of handling with remarkable adhesiveness and durability. Heretofore all the business of the Hagstrom company has been transacted from the Lindsborg factory, but from now on the office will be located in Salina.

BIG HAVERFORD CONTRACT

Philadelphia, Pa.—One of the largest motorcycle orders recorded in some time has been landed by the Haverford Cycle Company, with headquarters at 825 Arch street, this city. This firm has closed a contract for 150 Excelsior machines with the Excelsior Cycle Company, which has opened a modern salesroom at 1007 North Third street, Harrisburg, Pa. In addition to carrying a large stock of Excelsior motorcycles the new company will handle a full line of bicycles, accessories and supplies.

The Excelsior Cycle Company has been organized by Harry and Nathan Feldstern. The latter has been in the employ of the Haverford Cycle Company for about three years, and is therefore well fitted to make the best of his opportunities in the Harrisburg territory. Harry Feldstern is a wide awake salesman who already has many friends among motorcyclists, and all in all the brothers are looked upon as a strong combination. They are well backed financially and it is their intention to conduct the business along broad lines.

BILLINGS & SPENCER OFFICERS

Hartford, Conn.—The directors of the Billings & Spencer Company, of this city, have announced the new staff of officers for the company as follows: C. E. Billings, president and manager; F. C. Billings, vice-president and superintendent; E. H. Stocker, secretary; L. D. Parker, treasurer; Frank H. Stocker, assistant secretary and assistant treasurer. Following are the directors of the company: C. E. Billings, F. C. Billings, E. H. Stocker, L. D. Parker, C. M. Spencer, Silas Chapman, Jr., and Fred E. Holt.

JOHNS-MANVILLE BRANCH

A branch of the H. W. Johns-Manville Company is soon to be opened in St. Louis, Mo., under the management of R. F. Campbell. A full line of the firm's products will be carried.

GROSSMAN AFFAIRS ARE BRIGHTENING

Creditors' Committee Submits Encouraging Report Relative to Business in February, and Shows That Running Expenses Have Been Reduced by $3,000 Monthly.

BROOKLYN, N. Y.—Bulletins from the Creditors' Committee relative to the operations of the Emil Grossman Company, which now has its headquarters in the Bush Terminal, this city, show that the Grossman affairs are rounding into shape nicely and it is believed that the extension of time recently granted will enable the company to take the necessary new grip upon its growing business. Ninety-three per cent. of the company's creditors have formally consented to the extension referred to, and the claims of those who have not yet been heard from aggregate only $303.73.

General Manager Gogay, who was placed in charge of the Grossman plant by the Creditors' Committee, reports that the running expenses of the company have been reduced about $3,000 a month. He also states that the sales from February 1 to 18 of this year represented $20,279.88, as compared with a total of $12,492.87 for the same period in 1913. Mr. Grossman himself is well satisfied with the trade outlook and is about to start on another selling trip, from which he expects record-breaking returns. The committee states in summing up that with all current expenses paid the Grossman company has a bank balance of $5,000.

QUICK RETURNS

Akron, Ohio.—Following the announcement of the Goodyear Tire & Rubber Company, of this city, that it would employ 1,600 additional men, more than 1,000 applicants for positions recently gathered in front of the Goodyear plant. The factory has not been running up to normal for several months and the decision to employ more men is regarded as a good sign in the rubber industry.

The new hands have been distributed throughout the departments so that the entire plant is now approaching its full efficiency and big things are predicted for the coming summer in the general Goodyear organization.

M. M. A. RETAINS COFFMAN TO HANDLE CHICAGO SHOW

1914 Exhibition Will Be Held in First Regiment Armory, October 12-17

BUFFALO, N. Y., March 4.—The most interesting development at this morning's meeting of the Motorcycle Manufacturers' Association, held in the Lafayette Hotel, was the selection of A. B. Coffman to supervise the 1914 independent motorcycle show in Chicago. It was announced that the exhibition will be staged in the First Regiment Armory, Sixteenth street and Michigan avenue, October 12 to 17. Such complete satisfaction resulted from the methods employed by Mr. Coffman in handling the Chicago motorcycle show last fall that the M. M. A. members did not hesitate over placing him in authority again, once it became known that he could find time to serve.

To File a Protest

Secretary Starr was instructed to forward a letter to the authorities of the Yosemite Valley Reservation protesting against the exclusion of motorcycles from the reservation. Until recently all motor vehicles were barred from the park, but it is now understood that automobiles are admitted to certain districts, while motorcycles are still excluded without qualification. A movement has been started in the West to have these conditions remedied, and the M. M. A. stands ready to co-operate with the westerners in any way possible to obtain more reasonable treatment for motorcyclists.

Discussed Educational Work

A number of methods of carrying on educational work in the motorcycle field and of broadening the scope of the association were discussed, and the members went on record as favoring a progressive policy. Other matters of minor importance were laid over for the next meeting which will be held in this city Wednesday, May 13, at the Lafayette Hotel.

Today's meeting was adjourned at 12:45 p. m. and all the members present, with the trade journal representatives, were present at a luncheon tendered by W. G. Schack. During the luncheon, Chief of Police Michael Regan gave a talk on "Safety first."

Those present at this morning's meeting were President T. W. Henderson (Henderson Motorcycle Co.), Arthur Davidson (Harley-Davidson Motor Co.), A. B. Coffman (American Wood Rim Co.), W. G. Schack (Emblem Mfg. Co.), F. L. Valiant (Miami Cycle & Mfg. Co.), H. M. Huffman (Davis Sewing Machine Co.), F. W. Starr (Pope Mfg. Co.), H. N. Kirk (Aurora Automatic Machinery Co.), F. W. Pardee (Ericsson Mfg. Co.), K. R. Spencer (Harley-Davidson Canadian traveler).

PHINNEY WASN'T SO WOFULLY NEGLECTED AFTER ALL

New Yorker Who Claimed That Dealers Ignored Him Really Had No Grounds for Complaint

THAT there is nothing like publicity to call a bluff, as well as to "start something" in other and more desirable fields, has been proved once more by the readiness with which F. A. Baker & Co., New York agents for the Indian, have knocked the props from under a series of statements made by J. H. Phinney, a New Yorker, relative to an alleged lack of interest in his needs among motorcycle dealers of the Metropolis. Extracts from a letter written by Phinney were printed in the last issue of MOTORCYCLE ILLUSTRATED, to the effect that he had for some time been in a mood to buy a motorcycle and sidecar and that no dealer had been sufficiently awake to his opportunities to pick up the Phinney cash.

As soon as Phinney's comments came to the attention of the Baker company its files were examined and a number of letters were found showing that the "prospect" had been given a demonstration and that he had otherwise been shown every possible courtesy. As a matter of fact, Manager Oscar Brant, of the Baker uptown branch in New York City, produced one letter in which Phinney thanked him for his "courteous note" and expressed appreciation of the general treatment he had received from Camp Brant. This same letter stated specifically that the writer had decided to buy a motor car. Following Phinney's written statement that he had changed his mind and no longer intended to buy a motorcycle outfit, Manager Brant wrote him several brief letters calling attention to the advisability of purchasing a motorcycle, and offering to co-operate with him in every way possible. When several bargains in used motorcycles and sidecars came to notice Manager Brant promptly advised Phinney, and offered to give him further demonstrations. All in all Phinney received more attention than is ordinarily necessary to sell two motorcycles.

Just why the New Yorker should have been moved to lodge a general complaint against the dealers remains a mystery.

Manager Brant's Statement

"In view of the fact that I devote eighty per cent. of my time to visiting prospects and keeping in touch with them," said Manager Brant, of the Baker uptown store, "it came as rather a stiff jolt to learn that Mr. Phinney was complaining of the lack of interest in him. I first met Mr. Phinney in Van Cortlandt Park when he was accompanied by Mrs. Phinney. He manifested considerable interests in my Indian sidecar outfit and I invited him to take a ride. He accepted the invitation and we enjoyed a spin which left him very enthusiastic. Then followed the letters and Mr. Phinney's final declaration that he had decided not to buy a motorcycle. If any prospect ever received more encouragement I would like to know where and how."

Referring to Phinney's claim that he had written to the manufacturers of six makes of motorcycles and had not received catalogs, F. A. Baker, of F. A. Baker & Co., suggested that the requests for catalogs had probably been forwarded to the factories in the Fall when the 1914 catalogs were being prepared and that the manufacturers naturally did not wish to send out last year's catalogs. This would explain the delay. With reference to the accessory catalogs, also mentioned by Phinney, Mr. Baker stated that most of the 1914 booklets on accessories are now in course of preparation. The Baker accessory catalog, for example, will be ready March 10.

After conferring with Messrs. Baker and Brant a representative of MOTORCYCLE ILLUSTRATED canvassed the other New York motorcycle dealers with a view of ascertaining whether they had been called upon to demonstrate their machines for Mr. Phinney's benefit. Not one of them had heard of Phinney. That accounts, of course, for their not having made a fuss over him. As for the folks who did have an opportunity to deal with him, the Baker letters tell the story.

DISCUSSED THE 1915 SHOWS

Chicago, Ill.—The Automobile Chamber of Commerce at the annual meeting of its board of directors in this city decided upon January as the month for the national shows of 1915, in spite of the fact that considerable opposition to this arrangement had been aroused. Those who objected to holding the shows in January argued that they could be staged more advantageously in either the spring or fall.

CULMER MOTORCYCLE HORN

A motorcycle horn has been added to the line of warning instruments manufactured by the Culmer Engineering Company, Inc., of 6 Church street, New York City. The motorcycle horn is constructed along similar lines to the company's automobile horn. Being hand operated it obviates the necessity of carrying batteries. The horn can be attached to the frame or handlebars. The makers claim that it is unaffected by water, dust or vibration, and it is said to produce a signal louder and more penetrating than any electric horn, without being offensive. The Culmer horn retails for $8.

WATERLOO AGENTS

It was incorrectly announced in the last number that Morgan Banfield, of 712 Sycamore street, Waterloo, Iowa, had taken the agency for the Harley-Davidson. Banfield writes that the Harley-Davidson is represented in Waterloo and vicinity by I. R. Albert, of 811 Walnut street, while he is agent for the Thor and Excelsior machines.

HARLEY-DAVIDSON CLUB

Harley-Davidson motorcycle enthusiasts of the Metropolitan district recently met and formed the Harley-Davidson Motorcycle Club. Joseph Buckingham, manager of the motorcycle department of the Weaver-Ebling Automobile Company, 2230 Broadway, New York, distributors for the Harley-Davidson, was elected president, and William Heuberger was chosen secretary-treasurer. The club will hold runs regularly and a special feature will be the posting of bulletins upon which the members will be privileged to write where they expect to go the following Sunday. It is expected that in this way the members will be able to get together for Sunday outings, when there is no regular club run.

ARTHUR DAVIDSON ON RAPID-FIRE JOURNEY

ARTHUR DAVIDSON, of the Harley-Davidson Company, has just finished a rapid-fire journey through the Eastern States and Canada. His itinerary included Toronto, Rochester, Syracuse, Boston, New York, Philadelphia, Baltimore, Washington, Atlanta, Cincinnati, and Buffalo yesterday for the meeting of the Motorcycle Manufacturers' Association.

Mr. Davidson announced the appointment of J. C. Varley, proprietor of the Lion Sporting Goods Company, Yonge and Ann streets, as the Harley-Davidson agent for the city of Toronto. The Lion Sporting Goods Company is a high-class concern in its field, and conducts a large store in a central locality. Mr. Varley is having the store remodeled to provide for an up-to-date motorcycle department, which will be in charge of Bert Webb, formerly salesman for H. M. Kipp Company. The new connection is regarded by both Mr. Varley and Mr. Davidson as a valuable one for both the Milwaukee company and the Toronto dealer.

Arthur Davidson, when in New York, expressed himself as highly pleased with the 1914 outlook; as a matter of fact, he stated that he did not find it necessary to even consider prospects, as present conditions were more than satisfactory from every viewpoint. For several months, eighteen Harley-Davidson factory salesmen have been traveling in all parts of the country, and their efforts have been productive of most gratifying results in the way of lining up new agencies and strengthening the old ones. One of the most remarkable features of the campaign is the fact that in practically every instance where territory has been divided up, more machines have been specified by the old dealer than he required for double, treble, or even larger territory last year.

BIG GATHERING OF EXCELSIORITES

Lancaster, Pa.—H. C. Vollmer, agent for the Excelsior line in this city, entertained the motorcyclists of Lancaster County at an elaborate banquet. About three hundred riders responded to Vollmer's invitation, and the affair was a huge success. Although Vollmer obtained the Excelsior agency only a short time ago, he has booked orders for twenty-two of the new models.

The genial Vollmer acted as toastmaster and spoke enthusiastically of the motorcycle outlook in Lancaster County. He predicted a record-breaking season for both dealers and riders. Following the banquet addresses were made by J. H. D. Smullen, sales manager of the Haverford Cycle Co., also by Frank Craddock, H. B. Kerr, Roy Decker, Daniel Flory, Dave Trapnell and several others. Mr. Trapnell gave a good talk on how "not to get speed," which was especially interesting, in view of the fact that he is a member of the Lancaster motorcycle police squad. Vollmer's suggestion that the riders get together and form a club was given hearty approval, and action in that direction will be taken at an early meeting.

SOCIABILITY AT THE POPE PLANT

Interest among the employees at the factory of the Pope Manufacturing Company, Westfield, Mass., continues to run high over bowling matches between teams made up of girls from the office staff. The teams are under the leadership of Miss O'Brien and Miss McMahon. The last match resulted in a victory for Miss O'Brien's bowlers. The weekly social events are proving very popular and other bowling tournaments and dances are in preparation. In line with its usual liberal policy toward its employees, the Pope company closed its offices at noon during the recent heavy snowstorms in order that the girls would have no trouble in reaching home safely.

CREDITORS' COMMITTEE FAVORS DEAN SALE

ELYRIA, OHIO.—The creditors' protective committee which for some time past has been directing the operations of the Dean Electric Company, has recommended that the offer of A. L. Garford for the Dean company's property in Elyria be accepted. This recommendation has been made on the ground that the committee would not be able to continue the Dean business much longer under the present conditions. Mr. Garford is anxious to have the matter cleared up without delay, and to that end the creditors' committee is now advising all the creditors of the company to give the purchase proposition their approval.

It is stated that Mr. Garford purposes organizing a corporation to be known as the Elyria Electric Company, with $1,300,000 capital stock, of which $500,000 will be 7 per cent. cumulative preferred, and $800,000 common. If the deal is closed Mr. Garford and his associates will take over the entire Dean property, giving for it $250,000 of preferred stock, $130,000 of common stock and 6 per cent. notes aggregating $427,000. The latter would be made payable in periods of one to five years.

BOSCH TROPHY GOES TO CONSTANT

Announcement has been made that Chairman John L. Donovan of the F. A. M. Competition Committee, has awarded the Bosch trophy cup to John U. Constant, of Brooklyn, N. Y., as winner of the 1913 amateur championship. For a time it was argued that Billy Feuerstein, Constant's nearest competitor, would carry off the cup if he won the 50-mile race, which was never held, but it has been shown that this was a misunderstanding. Even if Feuerstein won the 50-mile event he would still be several points behind Constant, so the Brooklynite is the legitimate owner of the handsome cup.

FORMIDABLE LIST OF BOSCH USERS

In a recent bulletin from the Bosch Magneto Company, of 223 West Forty-Sixth street, New York, a list of American-made motorcycles employing Bosch magnetos was given and it is interesting to note that the well-known Bosch products are found on the following makes: Dayton, De Luxe, Eagle, Excelsior, Harley-Davidson, Iver-Johnson, Jefferson, Michaelson, Minneapolis, Flying Merkel, Pope, Reading Standard, Thor and Yale.

SOUTHERN DAYTON SALES

A recent bulletin from the publicity department of the Davis Sewing Machine Company, Dayton, Ohio, is to the effect that the National Motorcycle Company, of Atlanta, Ga., distributors for the Dayton in several Southern states, is ordering many more machines than were disposed of in 1913. The Atlanta company reports that Dayton 1913 sales are already exceeding their expectations.

PEORIA CLUB WANTS THE 1914 F. A. M. CONVENTION

THE Peoria (Ill.) M. C., a newly-organized and enthusiastic squad, is launching a campaign to obtain the F. A. M. convention for 1914. As the 1915 convention is scheduled for San Francisco the Peoria riders argue that it would be quite reasonable to stage the program for the current year in their city. Since the Peoria M. C. was formed in November last it has leased an eleven-room clubhouse, purchased a piano and provided other fittings which will contribute to the enjoyment of the riders. The club is going after the convention in a systematic manner, and has appointed a committee to confer with the Convention Bureau of the Peoria Chamber of Commerce. The approval of the Chamber of Commerce officials has already been obtained.

Peoria has a mile flat track which stands high in the estimation of motorcyclists who have ridden over it, and the club is convinced that it could make all arrangements to handle the convention satisfactorily. Arrangements have been made for a series of addresses by local business men who will tell the club members how to obtain and conduct conventions.

On February 26 the two losing teams in the recent membership contest will entertain the winners at a supper and card party in the clubhouse.

NEW MUELLER BRANCH

Milwaukee, Wis.—The Mueller Cycle Company, agents in this city for the Harley-Davidson, is now having a new building constructed at Eighteenth street and North avenue which will be used as a North Side Harley-Davidson branch. The building will be 30 feet by 50 feet with one story and basement. There will be a side entrance as well as one at the front, and provision has been made for a large show window. It is expected that the new building will be ready for occupancy by April 15. The complete Harley-Davidson line of motorcycles, sidecars and delivery vans will be carried in stock. Mueller is particularly enthusiastic about sidecars and commercial vans.

DUCKWORTH WARNING

The attention of the Duckworth Chain & Manufacturing Company has been called to the fact that another firm contemplates placing on the market sprocket chains so constructed that they will infringe the Caldwell patent, No. 617,716, dated January 17, 1899, and it therefore announces that any such encroachment will be dealt with promptly.

"For our own protection as well as for the protection of dealers and users," writes the Duckworth company, "we are sending out this notice so that innocent parties may not be misled into believing that any parties other than the Duckworth Chain & Manufacturing Company have any right to make, or sell the chain under said patent."

JOE IS READY FOR BUSINESS

Milwaukee, Wis.—Joseph Schimborski has been appointed a special traveler by the Milwaukee Motorcycle Company, with the states of Wisconsin and Minnesota for his territory. Dealers in these states who are desirous of opening negotiations for Pirate territory may drop a line to the factory and the genial Joe will see that their needs are promptly attended to.

PRIZE WINNERS in the DEALERS CONTEST

HOW I CLOSED MY MOST DIFFICULT SALE

FIRST PRIZE, $25
M. E. Harding, Topeka, Kansas.

SECOND PRIZE, $15
Cecil C. Henderson, Hebron, Indiana.

THIRD PRIZE, $10
Gene Coughlin, New York City

STRANGE as it may seem, the point of prime interest that has been brought out by the dealers' "Most Difficult Sale" contest is that *really difficult* sales of motorcycles are rare. Upwards of one hundred letters were received from dealers all over the country, and in very few of them was it shown that the salesman had encountered serious obstacles once he got on the trail of a prospect. As a rule the sales were easy.

When the contest was only a week or two old it was believed that dealers were misinterpreting the conditions outlined to govern their letters, and were simply describing some specific sale without regard for the difficulties attending it, but as the contributions continued to come in from all quarters without bringing news of a really baffling prospect that theory had to be abandoned. It became evident that the contributors were telling the stories of their "most difficult sales"—and were missing the point nine times in ten simply because even their most captious patrons had been comparatively easy converts.

Prospects Simply Had to be "Shown"

As a rule the dealer spent his anxious moments while trying to get the prospect to participate in a demonstration, and once the prospective buyer was on the road the sale was as good as made. True, in some instances the dealer was compelled to drive around to the prospect's home and to keep in touch with him while the motorcycle fever was running its course, but when the simplicity and serviceability of the motor two-wheeler had been brought to the attention of the man with the money he usually prepared to select his mount and open his wallet.

If the hundred-odd letters received actually deal with their writers' most difficult sales, what is to be said of the easy sales? The natural inference is that it must be just about the simplest matter imaginable to sell a motorcycle under ordinary conditions. This is as it should be, of course, but we were hardly prepared for such a striking demonstration of the fact.

How the Awards Were Made

The prizes have been awarded as follows: First prize ($25), to M. E. Harding, of Topeka, Kan.; second prize ($15), to Cecil C. Henderson, of Hebron, Ind.; third prize ($10), to Gene Coughlin, New York City.

Harding's sale was adjudged the most difficult because he was compelled to meet and offset persistent arguments from a doctor who was "afraid of the motorcycle;" because his prospect was all but lost on several occasions; because even after the doctor had agreed to buy a motorcycle he made unreasonable complaints relative to the condition of the machine; because he was disappointed with his first trial of the new machine and wished to sell it back to the dealer; because he finally insisted upon having a mount other than the one brought from the factory for him. Add to these features the fact that the prospect was nervous, and you have a fairly difficult situation.

The second prize went to Henderson, the Hebron dealer, because next to Harding, he had been compelled to offset the most serious objections and arguments on the part of the prospect. After convincing his patron that he needed a motorcycle Henderson had to borrow a machine from another dealer in order to meet the buyer's demand that he be supplied with a mount at once; then he was compelled to talk himself clear of accepting a bicycle as part payment on the motorcycle, and finally the old question of cutting the price was brought up. This is the rock on which some sales are lost, and it required considerable ingenuity and a deal of determination to bring the sale through and still keep the price intact.

In the sale described by Gene Coughlin, of New York, the significant point is that the machine was sold in spite of the fact that the buyer paid $37.50 more than he had originally intented to pay. Coughlin's machine cost $25 more than the machine on which the prospect had paid a deposit, and in addition to that must be considered the $12.50 which the first dealer did not return.

Here Is the Letter With Which Harding Won First Prize

IN ORDER to get my "most difficult sale" described in 350 words, it will be necessary not only to read between the lines but between the words, as you might say. It was brought about something after this fashion. I will give the skeleton—you will have to imagine what came in between.

March 12, 1913, I mailed catalogs and letters to local doctors. Dr.——— called at my store. Sold him a bicycle four years ago. Very particular. Said he favored the "Merindiorson."

April 7—Met doc. on the street. Gave him copies of MOTORCYCLE ILLUSTRATED. Talked motorcycles. Doc. afraid of getting hurt.

April 10—Doc. called. Got more trade papers. I picked out ones that mentioned achievements of my make of machine.

April 18—Took Doc. riding. "Go mighty slow," he said. Is afraid of motorcycle. I offered him my old machine to learn on. Said he'd think it over.

April 20—Doc. called up. Had been investigating other makes of machines. Said he favored chain drive. Now favored the "Exindkelson."

April 25.—Disgusted with motorcycles; won't buy any make. Returned trade papers. I forced more trade papers on him.

May 15—Returned papers. Gave him more information.

May 25—Doc. has relapse of motorcycle fever. I explained and argued for two hours. I insisted that he ride my old machine. Refused, but said he would deal with me if he decided to buy.

May 27—Inspected new machine and tried to pick flaws in plating, rounded nuts, battered screw slots and just 4399 other things. His motorcycle must be perfect. He must see it uncrated. Must be the first to ride it.

June 3—Doc. phoned. I was out. I called. Said he would ride my old machine that afternoon. Same afternoon, 6 o'clock—I was all in. Told him he was getting along fine.

He wouldn't buy. Said he'd try again next day.

June 4—Doc. ordered twin. No deposit; said he'd take it when it arrived if it looked good to him.

June 10—Machine arrived. Doc. watched it being uncrated. Kicked over a little chafe sustained in shipping. Took machine and gave check. Tried to ride and killed motor with the clutch. I instructed him and gave him a new start. Runs too slowly; kills motor again. I fixed the clutch to slip. Doc. got home. Awfully nervous but chances of recovery good.

June 12—Doc. wants to sell machine back to me. I talked. Told him he ought to try again. Said he would.

June 17—Thought motor wasn't running right. Wanted to trade for a machine I had in stock; no boot. I traded and the Doc. was satisfied. That's all.

Henderson's Prize-Winning Story of His Troubles

ONE day while on the road I overtook an old bachelor who was riding a bicycle. He was "all in," so I towed him to his destination behind my big demonstrator. On the way he asked me how much a machine like mine would cost, so I "went after his goat." The next day I hauled him and several of his employees up and down the sand roads of northern Indiana, but received no satisfactory answer, so I called again the following day. After arguing a while he told me he would buy one of my motorcycles if I would give him a ten days' free trial.

As I had no spare machine in stock, I ordered one and received word that I could not get it for sixty days. I informed my customer of this and he demanded his deposit back unless I could get him a machine in ten days. I then borrowed a motorcycle from another dealer and delivered it to him. He refused to take this one, because he noticed a small scratch on the rear fender, so I enameled the scratch and then he accepted the motorcycle under the following conditions; it must climb a large sand hill twelve miles to the north, it must defeat another motorcycle owned by a neighbor, and I must accept his bicycle in trade for $25.

After having accomplished the trials mentioned he found that another motorcycle gave greater speed than his machine and came back to me. I explained the situation to him, and he seemed satisfied. The next day he telephoned me saying that the motorcycle would not run. I went to his place and immediately discovered that the gasoline supply was exhausted. When I told him this, he pointed to the magneto and said, "I thought that furnished the fuel." Keeping as calm as possible I told him that it was not an electric motorcycle. After this he asked me to throw in a rear seat and a tail-light. Upon my refusal, he wanted me to take his note, without interest, for one year in payment for the machine. I refused again, telling him that it would not be fair business. He then came to terms and he is now one of my satisfied customers. Wasn't that a pretty difficult sale?

Third Prize Went to Coughlin for This Contribution

ONE bright but very cold day last fall I was just coming back with my sidecar combination from a demonstration, when a young fellow steped up and inquired as to the possibility of fitting a sidecar to a certain machine, a make for which my firm is not the agent. I showed him how the sidecar would fit on the machine he thought of buying, and asked him to take a ride with me. After some coaxing he consented, but with the stipulation that I was not to "talk my machine" to him, as he had placed an order already and put down a deposit of $25. He said that he was not interested in anything but the sidecar.

I followed his warning in general, but took him up some severe hills in the neighborhood, demonstrating the flexibility of the motor and clutch by starting from a standstill on the middle of each hill, and then drove him to our agency. He showed signs of being interested, and, although again stating that he had ordered a machine and paid a deposit, was willing that I show him how simple my machine was. I practically took the motorcycle to pieces and built it up before his eyes, and all I could get out of him was that he would "be back the next day." Just as he closed the door he said that he might try to get his deposit back from the other agent, but I didn't bank much on that, knowing the agent.

The next day he came, and the first thing he said was that he had not been able to get back his $25 deposit. I may as well state here that my machine cost $25 more than the one he had ordered. So I took him out for another ride and followed this with a good talk on accessibility, etc. He said that he would take the machine if he could get his deposit back, but not otherwise, and left. In two days more he returned with the same story, that he could not get the money returned to him, even though he had said that his doctor had forbidden him to ride. He said that it looked as if he was tied to the other machine, but I persuaded him to go once again to see the other agent, and he returned that evening with $12.50 which the agent had returned to him. The other $12.50 was to be returned if he brought in a customer, said the agent. I got his deposit and next day he had one of our machines.

STILL MAKING THE MIDGET

Chicago, Ill.—Recently an article appeared in which it was stated that Van Cleef Brothers, 1709 Woodlawn avenue, this city, were no longer selling the Midget tail-light for motorcycles. An investigation discloses the fact that the company is not only manufacturing this popular tail-light, but has recently installed additional facilities in order to keep abreast of the increasing demand for the product. The wide popularity enjoyed by the Midget is due largely to its attractive lines and sturdy construction combined with lightness of weight.

For the 1914 season the Van Cleef Brothers have added a number of specialties, among which are a new valve grinding compound, a semi-plastic tread filler and a liquid motorcycle chain graphite.

SHERMAN WITH HENDEE AGAIN

George W. Sherman, too well known to the trade to require any introduction, is again a member of the staff of the Hendee Manufacturing Company. Sherman's most recent connection was with the Triumph Manufacturing Company, of Detroit, previous to which time he was a member of the sales force of the Flanders Mfg. Company. Sherman will act as general representative for the Indian factory.

SPRING RUN PLANS SLIGHTLY CHANGED

Secretary of Invincible M. C. of Brooklyn Announces That There Will Be Two Classes of Teams in Annual Endurance Run—Handsome Texas Trophy Cup Is Now on Exhibition.

SUPPLEMENTING the announcement in the last issue regarding the trophy to be offered as a prize in the annual spring run of the Invincible Motorcycle Club, of Brooklyn, the secretary reports that the cup is on exhibition in the window of F. A. Baker & Company, 10 Warren street, New York City. As previously announced, the cup was donated by the Texas Oil Company, of New York, which will also supply fuel and oil for the contestants. The trophy stands fourteen inches high and has been partly engraved to signify that it is a donation from the Texas company.

The club has decided to give two team prizes instead of one. Teams of five will be made up of motorcyclists riding the same make of machine, while other five-member teams will include riders of different makes of machines. In this way all riders will be enabled to ride on some team.

Five Pennsylvania Vacuum Cup tires and five Corbin-Brown speedometers will be given as the team prizes. Three of the tires and three of the speedometers will be donated by the manufacturers. Including the cost of the medals to be given to all riders completing the course the total value of the prize offerings is more than $250. All F. A. M., members are eligible and entry blanks will be ready April 1.

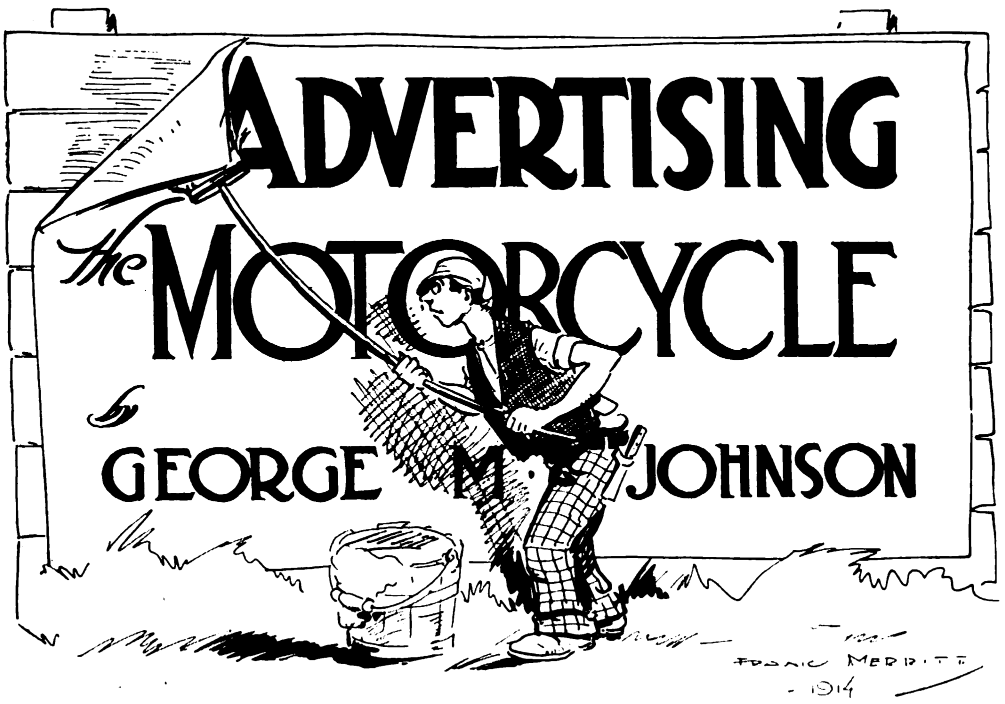
THE SAVANNAH RACE PROTEST

Chicago, Ill.—At latest reports Chairman Donovan, of the F. A. M. Competition Committee, "stood pat" relative to the claim of the Miami Cycle & Mfg. Co., that Maldwyn Jones, one of the Flying Merkel riders in the recent Savannah road race, had been deprived of first place through an error in scoring. Chairman Donovan announced two weeks ago that the official returns in his hands showed Perry, the Excelsior rider, to have been entitled to the first place awarded him, and he has made no statement since altering that decision. Within the last week the Miami company has forwarded two more letters to the Competition Chairman, reiterating its grounds for protest and suggesting in one of them that the Savannah contest be declared "no race" if the situation cannot be cleared to everyone's satisfaction.

WAS IT A SUCCESS?

E. W. King, manager of the Western Union Telegraph Company's office at Quincy, Ill., recently installed a motorcycle in the message delivery department. The degree of success with which the plan met may be determined from the fact that for some time the bicycle messengers threatened to go on strike, claiming that they could not get enough messages to deliver to pay for their meals. The motorcycle messenger handles all of them.

In the recent report of the police department of St. Joseph, Mo., it was stated that the four motorcycle officers have brought in fines exceeding the cost of their machines.



ADVERTISING the MOTORCYCLE

by GEORGE M. JOHNSON

THE merchant of today who does not advertise his business is doomed to failure from the start, though that does not mean he must succeed if his advertising bills total a high figure. Advertising is only one of the many conditions that make for success or failure, and a tremendous amount of money is absolutely thrown away in poor advertising. Advertising and publicity are very nearly synonymous words. Now there are two kinds of advertising in the case of any commodity, and especially so in the case of motorcycles. The two kinds are favorable publicity and unfavorable publicity. The first makes the average individual say, when his attention is called to the article, be it motorcycle or safety razor, "I'm going to have one of those things right away." The second causes him to exclaim in disgust, "Not for mine!"

Up to the present it is an unfortunate fact that motorcycles have probably received more of the unfavorable advertising than the favorable. Whenever a motorcycle rides through a quiet street with his muffler open, he is giving the sport a bit of unfavorable publicity. When a number of riders hold a hill-climbing contest in front of a church on Sunday morning, they are doing the same. When a rider goes about with his clothes so covered with dust and oil blotches that the original color and pattern are entirely obscured—when several riders turn a village street into a speedway—when a chap takes his girl tank riding and bumps a telegraph pole at forty miles an hour, and so on through a long list of offenses that it is needless to mention, there is so much more unfavorable publicity for the motorcycle.

Broadening the Field.

Now I do not profess to be a publicity expert, but it does seem to me that dealers as a class are missing many fine opportunities for bringing the motorcycle before the public in a favorable light. The editorial columns of MOTORCYCLE ILLUSTRATED have lately been calling attention to the importance of attracting people who do not *know* that they need motorcycles, if the business is to expand as rapidly as it should. Many present day riders are like myself. As soon as motorcycles began to be reliable, I realized at once that here was just what I had long been looking for, and no dealer had to work hard in convincing me that I ought to buy a machine. The sale was made when I got my first bunch of catalogs; the task left to the dealer was to convince me that I needed *his* make of motorcycle.

This enlarging of the possible market must be one of the reasons why there are so many more motorcycles on the road in England than here, though the unfavorable advertising that our machines have received so generously in the past cannot fail to be a strong element. I once asked a gentleman, an out-of-doors man in every sense of the word, why he didn't take up the sport, and I pointed out a few of the definite advantages connected with the ownership of a motorcycle.

"Yes," he admitted, "that is probably true, but motorcycling has always impressed me as a sort of rough proposition."

Co-Operating With the Manufacturers.

That attitude—and it is not at all uncommon—is simply a reflection of the unfavorable publicity. Has the motorcycle had no "past" to live down in England? Have the riders there always comported themselves like gentlemen, so that no one over there could truthfully say of motorcycling: "It is a rough proposition; I will have nothing to do with it!"? I wish some English correspondent could be induced to enlighten us on this point. I, for one, should like very much to know about it.

Coming back again to the advertising of motorcycles. The manufacturing companies are doing all that could be expected of them. Most of the standard magazines are carrying attractive advertising matter, and the same may be said of those devoted to outdoor sports. It is the dealers who need to put more punch into the publicity proposition. It will be the purpose of this article, in the main, to point out some ways in which dealers might work to offset the unfavorable publicity which the two-wheeler has received and is still receiving. In a future number the writer will suggest some definite advertising ideas such as might attract the attention of that too-large majority—the non-riding public.

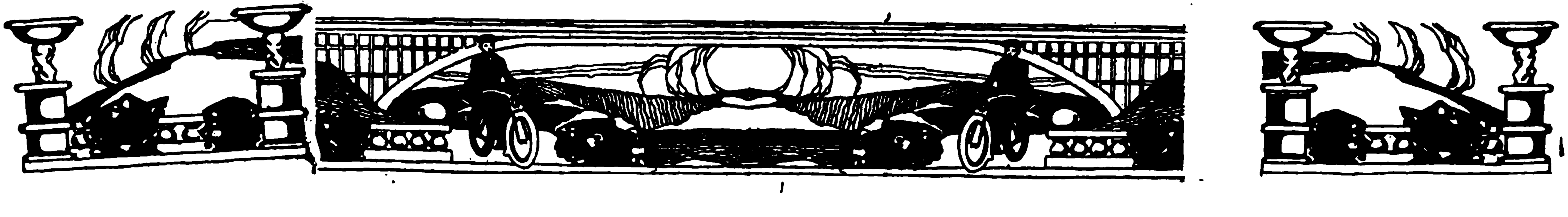
In the first place every dealer should make it a point to see that unfavorable publicity is reduced to the minimum, in his vicinity at least. He should frankly tell the younger riders who are constantly joining our ranks just what is expected of them. He should discourage anything that in any way infringes upon the rights of the public, letting the recruits distinctly understand that flagrant violations of city ordinances are not tolerated among the better class of motorcyclists; that the whoop-it-up, dare-devil type of rider will surely land in several kinds of very hot water; and that no one will derive fame or glory by shaving pedestrians as closely as he can, or by needlessly bowling over stray cats, chickens, etc., that happen to be crossing his path.

Keeping the Newspapers Straight.

It is popularly believed that motorcycles are dangerous, and to discourage this idea the dealer should impress upon riders the importance of careful use of their machines, emphasizing that only in this way can they be sure of getting satisfactory service out of the mounts. If an accident does occur, let him get the results out of sight as quickly as possible, and try to keep any sensational mention of the affair out of the newspapers. A newspaper reporter always draws a vivid pen picture, often with all too little regard for the truth involved. In his mind the wrecked machine was traveling "at frightful speed." A bruised shoulder or banged knee will quickly develop into "serious" or perhaps "fatal" injuries. And if it should later come out that the fault of the accident was entirely on the side of an automobile driver, and that the motorcycle was going at a veritable snail's pace, few of the people who read the newspaper account would ever learn the truth. Nor would it wipe out the impression first made if they did, for first impressions are always the strongest.

It is very poor advertising for a wrecked machine or sidecar to be displayed about the shop. Get it out of sight as quickly as can be done; into the darkest corner, or better still, down cellar. A timid individual might easily be frightened out of buying a motorcycle if he happened to see the results of a smash-up, and accidents are bound to occur now and then in any sport.

Almost any newspaper is willing to give free space for entertaining reading matter, especially to anyone who advertises more or less regularly, and the dealer can thus get an occasional notice before the public regarding



the safety of motorcycles, calling attention to the fact that even though there are so many hundred machines owned in the town, accidents are practically unknown. Of course such publicity should be designed to boost motorcycling in general; not some particular make of machine. A scheme of this kind, consistently followed out, would go far towards removing that popular misconception regarding the danger.

Prove That Motorcycles Are Comfortable.

Another misconception that the dealer should attack in a systematic way is the idea of the discomfort of riding a motorcycle. If he can prepare, or have prepared, a series of short, well-written articles to appear in the papers from time to time, dwelling upon the *comfort* of motorcycling, much might be accomplished towards eliminating one more black mark scored against the two-wheeler in the mind of the public. In the same connection the "health" aspect of motorcycle riding could properly be dwelt upon. The man whose health suffers as a result of his riding is indeed rare, while thousands derive actual benefit from this quick and easy method of getting into the fresh air. This point should be brought out in a very strong manner, for I have found that practically all non-riders are firmly convinced that to ride a motorcycle is to affect the health. It does affect the health, to be sure, but not in the way these good people so fondly imagine.

The poor impression that the public has of the garb worn by the average motorcyclist can be changed to a considerable extent by the efforts of the dealer. If he carries an attractive line of motorcycle clothing and pushes its sale among his customers, he will not only bring profit to himself, but help educate the public to the fact that a motorcyclist does not *have* to dress like a down-and-outer. Above all, he should set the example in neatness of person and clothing himself when he goes on a trip with the boys. That is a far better way of advertising a motorcycle suit than merely to leave the garments on exhibition in a showcase or window.

The Appeal to the Sportsman.

The newspaper items also provide a fine opportunity for positive advertising through accounts of notable things accomplished by local riders. If John Jones, for example, by means of his motorcycle, manages to catch a fine mess of trout at a distance of thirty or forty miles from town, don't keep it dark. Spread the glad word as far as you can. Other trout fishermen, whose luck is not so good as John's, will begin to envy him the ease with which he can reach streams not available to the average angler. They may not before have realized how valuable a motorcycle could be along that line to its fortunate owner. If they have not realized this, Mr. Dealer, whose fault is it?

The same thing will apply to outdoor trips of all kinds, particularly various phases of hunting and fishing. My motorcycle has enabled me to get ten times as much good fishing as if I did not own it. Work this for all it is worth. And boost the sidecar, too. I expect to own one by the coming fall, and the real reason is so that I can take my setter along on hunting trips. Two hunters and a dog can easily be accommodated in a sidecar outfit, and there is here a wonderful chance to appeal to the man fond of hunting. A picture of a good bag of game or fine string of fish, snapped in connection with the motorcycle or sidecar, and published in the newspaper, cannot fail to make a strong impression on the sportsman who has been bothered by the problem of reaching good hunting and fishing grounds. There are plenty of men in this position, and they are just the sort of persons who should be easy to land.

Good photographs are not hard to obtain and enlargements are not very expensive. It strikes me that there could be no better form of salesroom decoration in a motorcycle agency than enlarged photos of various scenes depicting the all-around usefulness of the motorcycle. These pictures could include hunting and fishing, club activities, racing, touring, commercial uses, etc. My experience has convinced me that this form of advertising is usually neglected in most shops. There may be a few gaudy posters and some racing scenes, none of which carry so much advertising value as enlargements of actual photographs.

The racing pictures should be in the minority. All forms of racing are of highly questionable value as advertisements. Board track racing, with its high death toll and appealing to somewhat the same instincts in the spectators as did the beast and gladiator combats of ancient Rome, has given the motorcycle more unfavorable publicity in the last year or two than any trade can afford to have.

Let me conclude this article with a very brief summary of the preceding. The dealer should work his best to check all forms of unfavorable advertising of the motorcycle by seeking to end its abuses and to correct misconceptions that a wrongly-educated public entertains concerning it. Then he should put more punch into his positive advertising. Then he will at least have made a good start. More of this later.

My Tandem EXPERIENCES

· BY · MRS. BELLE · FAIRCHILDS · PRATT ·

SUPPOSE many a country wife has been in the same predicament and perplexity as I was a year ago this spring. Mrs. Spriggs' husband had just bought a new Ford automobile. Joe Phillips, who used to work for father before I married John, and who took me riding behind his pair of gray ponies every Sunday until John came along, had traded his team—buggy, harness and a black colt—for a second-hand automobile. Every time he passed me going to town he would tip his hat with a grand air, as much as to say, "Why doesn't your old man get a machine?" There was also Kitty Roberts and her husband with their auto, passing us by with her condescending air until I was almost wild; and I told John that if he didn't get us some kind of an automobile pretty soon we would have to move as things were becoming unbearable. We had been married sixteen months and the baby was only four months old. John wasn't overly supplied with money when we were married so it looked like a poor chance for an automobile.

Things ran along until July, when one day John came home with a second-hand motorcycle from town. It wasn't such a bad looking one and the dealer had assured John that it had plenty of power. It had a luggage-carrier in the rear which John promised to fit with a cushion so that he could take me riding. I must say that I was somewhat disappointed, for I had seen some girls riding tandem in the city and they did not look either safe or comfortable. I told John that I would rather not try the luggage-carried seat, but one day he put up such a strong argument that I agreed to ride to town with him, a distance of about eight miles. Accordingly, we left the baby with grandma and started out.

A Nerve-Racking Trip

For four miles the roads were smooth and fine and my seat on the luggage-carrier seemed to answer the purpose fairly well. I was beginning to enjoy the trip when suddenly we struck a stretch of rough road that had lately been graded and had not had a chance to smooth down. We traveled about a mile over this section before we encountered real trouble Then we struck a very bad spot and off I went. I got up and decided to walk, as I was so shaken up that I thought my teeth were loose. After walking a while I decided to give it another trial and I again climbed onto the luggage-carrier. After losing me once more and nearly shaking me to pieces, John finally pulled into town. I had had all the rear seat motorcycle riding I wanted and I rode home in a carriage with one of our neighbors.

Mr. and Mrs. Pratt and the Tandem Seat Which "Made Good"

The next morning when I awoke I was very stiff and so completely disgusted that I sat down and cried. Well, I was rather shaky for a week, and if John even mentioned motorcycles to me I chased him out of the house About a month after our first ride John came home one day with a regular tandem attachment on the rear of his machine. He was all excited over it and assured me that I would like riding on it. "This is a real tandem," he explained enthusiastically, "and it simply can't shake your bones loose. What's more, you can take the baby with you if you want to and still ride in comfort." The agent had guaranteed the tandem, and it really looked very inviting, but I could not forget my first experience and I asserted that I would not make another experiment. John insisted and right there we had our first real "spat." I left John grumbling and went into the house to prepare supper.

Answering a Hurry Call

Several days passed and John put forth his best efforts to win me over so that I would ride with him. The third day, about noon, mother called up by 'phone and told us that father had fallen off a ladder and was pretty badly hurt. She wanted us to go to them at once. John was just coming in from the field with a team of heavy work-horses, and no other horses ready, so I ran out to tell him to get Billy and hitch up to the buggy without delay so that I could go over to mother's. It was about a twenty-mile trip.

"Too bad," said John, "only a few minutes ago I saw Billy running up the lane; the fence must be down somewhere. It might take me several hours to catch him. The only way for you to make that trip quickly is to ride on the tandem seat of my motorcycle."

What could I do? I was very anxious to get started so I consented to try the motorcycle. As I took my seat on the tandem I noticed that it looked entirely different from the old arrangement, and when John pushed a lever or something that brought up a strong looking back-rest I began to feel quite contented. He adjusted the footrests to suit me and we were ready to get under way. John told me to lean back and take things easy, and I did. I was so excited over father's accident that I hardly realized what I was doing until we were out on the road; then I discovered that we were spinning along in fine shape and that I was not getting any jouncing at all. We just flew along, until suddenly I saw ahead of us the rough stretch of road that had thrown me off on the first ride. It looked rougher than ever. As we came up to it I shut my eyes and gritted my teeth, expecting to be thrown off again or shaken to pieces, but the bumps didn't come and finally I opened my eyes to see what was the matter.

Then I learned something. There was John bouncing up and down a good deal on his saddle and having a hard time to steer the machine in the terribly rough road, while I was sitting there as comfortable as you please. The machine was taking the bumps, and none of them reached me. After that I kept my eyes open, wide open, and enjoyed the remainder of the trip.

A Full-Fledged Enthusiast

We covered the twenty miles in just thirty minutes. Mother could hardly believe her eyes when she saw us. She was going to call me up again and tell me not to come as father's fall had not been as serious as was at first believed. By the time we arrived he was in fairly good condition again. Well, we had dinner at mother's and nothing would do for me but some more motorcycling.

"All right," said John, "we'll devote the rest of the afternoon to a nice little trip." While we were on the road John explained how we had made our mistake on the first ride. You see, a luggage-carrier is really not intended for use as a tandem seat, except occasionally by a man. Luggage-carriers are designed for carrying quite heavy weights, but such weights do not suffer from jouncing. For a woman the proposition is entirely different, and she certainly can't expect to be either comfortable or safe on such a seat. She must have a regular tandem attachment of some good standard make; then she will be just as well satisfied with the outfit as I am.

As we rode along John told me that my tandem seat was suspended on springs, so that no matter from which direction the road shocks came they were absorbed in the springing system and prevented from reaching me. We rode fifty miles that afternoon, over all kinds of roads, and visited more friends and saw more of the country than I had been able to see in years. We passed Joe Phillips and his old automobile on the road as if they were standing still. My! but it felt good to do that. He had done so much talking about that automobile of his that I couldn't help exulting a little over the fact that we could run away from him with our machine.

Since that time John and I have made many long trips and no end of short ones, and I am enthusiastic over the tandem seat as ever It has given us excellent service, and I really believe both John and myself have profited in health by having the motorcycle. John is going to give some of our neighbors' wives a ride on the tandem, and I wouldn't be surprised to find a lot of folks in our vicinity joining the ranks of motorcyclists for the coming summer.

Getting after the Big Business

BY DWIGHT B PANGBURN

FIVE years ago I knew a motorcycle agent in an Eastern city. That year, 1909, he sold ten machines, which was as many as any one in that town sold. Late last fall I was in that city again and I stopped in to see him. For 1913 he had sold only five machines. Yet last year there must have been four times as many machines sold in that locality as in 1909. I wandered around his shop, talking of old times, and it looked perfectly familiar, from the old stove in the middle of the room to the back window with a greasy rag stuck in a broken window pane. And on examination it appeared to be the same rag which had held that position of honor five years before. There was a different machine in the show window; otherwise the shop was unchanged.

"Did you sell any sidecars last year, Matt?" I asked.

"No," he replied. "No one asked for any."

"But I saw one of your machines pulling a car around this very morning," I said.

"Yes," answered he, "he got that from Smith. Smith had it in stock."

And in these two replies and his shop conditions you have the whole reason why this man's trade was half what it was five years before, while Smith's had trebled in the same time. Five years ago, when riding was mostly for pleasure, only the people who wanted machines very much indeed bought them, and they would buy from any one who had the goods. Now that they buy from a business viewpoint they deal with the man who makes the best business showing. The dealer of today and tomorrow will sell most of his machines to people who need them—but don't know it yet. Heretofore it seems as if motorcycles have been considered valuable only for pleasure, policemen and telephone linemen. But folks are waking up. And the dealer who wakes up the quickest and spends some of his winter in getting in touch with the business men is going to swell his bank account.

The Broad Commercial Field

In the city where my friend the agent lives there are many firms which have to deliver light articles. There are florists, suit-pressers, druggists, tailors, dry goods stores, haberdashers, confectioners, shoe stores, fruit stores, book stores, stationers, etc., etc., an almost endless list. In fact, there are over 500 grocery establishments, some of which have four or five delivery wagons or more, as they usually keep one in reserve for hurry calls. Yet there is only one agent in town who is pushing the sales of delivery vans.

This agent began with a suit-pressing establishment. His idea was a very simple one. It was to state his case and show his figures and then to give them a demonstration. At the end of the demonstration it was just as he had expected: they wouldn't part with the van. The next man to be approached was a butter and egg merchant. When he saw the affidavit of the pressing company he could do no less than follow suit. All that was necessary was to get one concern to try the van system. Such a method can be applied almost anywhere. With an unlimited number of packages, automobile delivery is no doubt cheaper than other ways, but for a concern sending out a limited number, the lower initial cost and upkeep charges on a motorcycle are much in its favor, as is the fact that the outfit costs only about the same as a horse and wagon.

Equipping the R. F. D. Men

There are very few business men who don't make every move they can to save money. If

This Is How the Road Squad of the Bremen (Ind.) County M. C. Lined Up After a Recent Snow-Plugging Run Into the Country

they didn't they wouldn't be in business very long. And the way the live agent gets them, and gets them every time, is by showing that he *can save them money* on deliveries. For instance, there is a milliner. She employs three girls to deliver her hats. When they have to go far the girls have their carfare paid, and they never carry more than two hats at a time. She has not seen the light yet, but it is believed she soon will, for the wages of the three girls and their carfare would run a motor delivery van and leave enough over to pay for the outfit in less than a year.

In fact, there is almost no field in which the motorcycle has not a place, and it is up to the live agent to put it in its place. A friend of mine was an assistant foreman in the meter department of a large gas company a short time ago. He bought a motorcycle with which to make his rounds. This enabled him to cover more territory than any of the others and in a year he was appointed chief of the department. He then graduated to an automobile. Now he is advocating the use of motorcycles by all his assistant foremen.

Another field which has not been very well taken care of in the East is the Rural Free Delivery service. I know an R. F. D. man in central Kansas who used to take all day to cover a 30-mile route with a team of horses. Now he covers it between 10 a. m. and noon on his motorcycle, and works his horses on the farm in the afternoon. If the dealers would get after the eastern R. F. D. men a little harder there would be more of them following the system of the Kansan.

Business Men Demand Facts

The agent can reach most of these he wants without trouble, especially if he tells them he has come to save them some money. After hearing his story those who are interested will want to be shown. Here is another place where the point of the first part of this article appears. It sounds very trite and familiar to say that the shop should be in good shape. The motorcycle journals are carrying on a war against the dirty and unsightly shop, and it is doing some good. But let me say that the value of a clean and well ordered shop cannot be over estimated. Keep the good and new in the foreground, the relics out of sight if possible. Then when you get your business man prospect into your place let him find it just as clean and tidy as his own place of business, even if he is a butter and egg merchant.

What all the foregoing amounts to is this: The agent who wants to get ahead must lay off his overalls and go out and make a few calls on business folks this winter and spring, instead of waiting for people to come to him and depending on pleasure riders. He must go armed with facts, and the desire to show, for that is what the business men want—facts, and to be shown. And the agent who goes out this way—armed with facts, and prepared to demonstrate them—is going to bring home more orders than he ever thought of getting before.

A MODEL OF 1895

Motorcyclists who are inclined to underestimate all the dependable and luxurious features of the present-day motorcycle will do well to give a moment's study to the accompanying sketch, which is reproduced from a drawing used in a Harper publication in May, 1895. With reference to the machine it is stated that its manufacturer credited it with a speed of 25 miles per hour, and that this claim was received with some incredulity. It will be noted that the motor, slung behind the rear wheel, employed an elementary form of piston to transmit the power directly to the hub. The tires were of monstrous size (according to the Harper sketch) and the frame was considerably heavier than those used in bicycle construction of that period.

We are indebted to Edward Syska, of 100 West Ninety-fourth street, New York City, for the clipping. Mr. Syska has long been interested in cycling developments, and he decided that the picture of the motorcycle which created a sensation in 1895 would give owners of the 1914 models something to be thankful for.

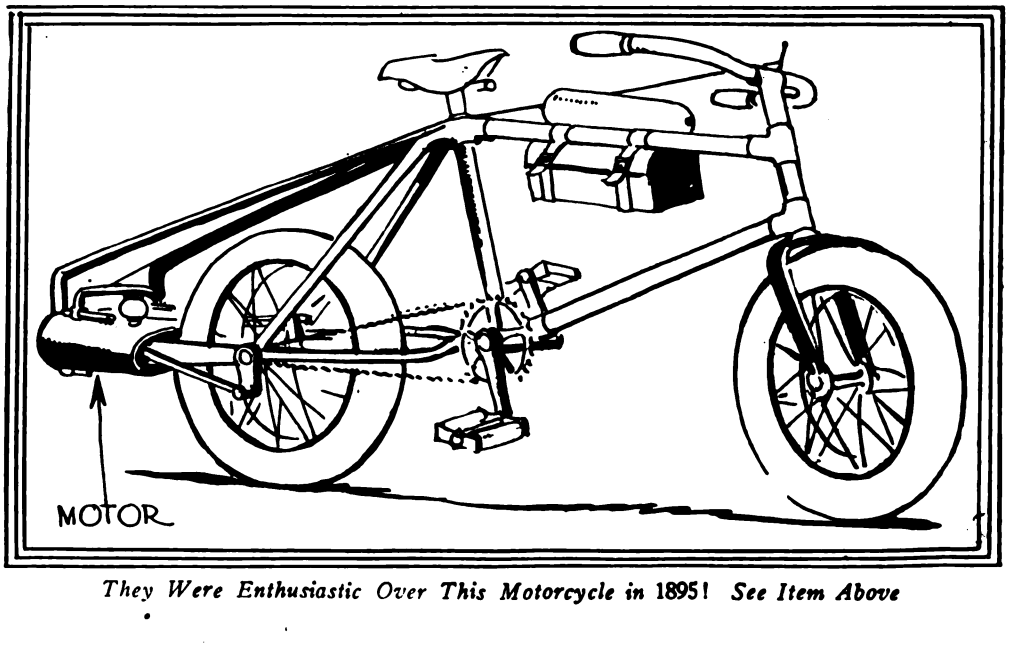
FIRST ANNUAL DANCE

Boston, Mass.—One of the most successful social events ever held by a motorcycle club in this section of the country was the first annual dance of the Bay State Motorcycle Club, of this city. Despite a blinding snowstorm, the dance was attended by about 350 couples. Guests were present from the Lynn, Revere, Hyde Park, Waltham, Brockton and other nearby motorcycle clubs. Every one was presented with an attractive twenty-page program. All dealers in the vicinity, as well as representatives of the supply houses, were on hand.

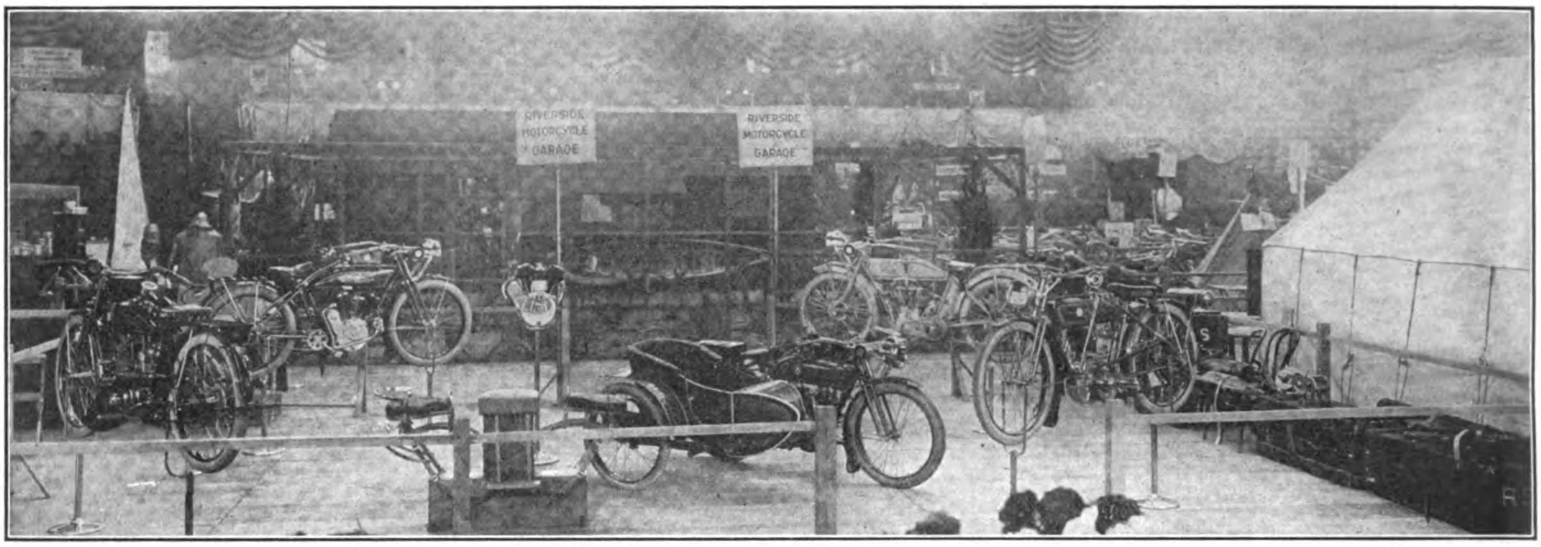
Ginger beers in moderation enlivened some of the guests, especially C. E. DeLong and James R. Baxter, the latter being inspired to buy 50 refreshment tickets and give them to the ladies. Part of the proceeds of the dance, which amounted to $190, will be used to incorporate the club. The Bay State club is now completing arrangements for a dinner to be given March 13.

CLUB CHANGES NAME

At a recent meeting of the Rose City Motorcycle Club, of Portland, Ore., it was voted to change the name to the Portland M. C. At the February business meeting the following officers were electel: Charles W. Howard, president; C. N. Luck, vice-president; A. C. Knight, secretary; A. G. Dunnagin, treasurer, and P. B. Erwin, sergeant-at-arms. P. L. Abbott, G. C. Marks, H. E. Meads, Joseph P. Schantin and Charles W. Howard are members of the board of directors. Herbert Eppenstein was chosen captain, with H Meyers and P. B. Erwin, lieutenants. The hall board consists of John W. Carlson, Herbert Yost, M. E. Kuhns and Archie Rife.



They Were Enthusiastic Over This Motorcycle in 1895! See Item Above



Reading-Standard and Pope Exhibit of the Riverside Motorcycle Garage at the Sportsman's Show

Motorcycles at Sportsman's Show

Exhibits by New York Agents Please Crowds in Madison Square Garden

AMONG the most interesting features of the annual Sportsman's Show in Madison Square Garden, New York, during the week of February 21-27, were the motorcycle displays, which were well located and effectively arranged. For the second time since the shows have been held local agents were the exhibitors, and judging from all indications they were well repaid for their activity. Four makes of machines were shown, the Reading Standard, Indian, Pope and Iver-Johnson, and throughout the show they received most careful attention from visitors. At times it was necessary for those who wished to inspect the machines to await their turn, so large were the crowds in the motorcycle stands. Considering the relative sizes of the regular motor show, held at the Grand Central Palace in January, and the Sportsman's Show, the motorcycle dealers were of the opinion that the latter was the more fruitful.

Reading-Standard and Pope Display

The Riverside Motorcycle Garage, 533 West 110th street, New York, exhibited the 1914 models of the Reading Standard and Pope machines. Occupying 600 square feet of space, the exhibit created an excellent impression and was one of the largest in the show. In the center of the stand was a sidecar combination, finished throughout in Reading Standard green. The motorcycle was a two-speed, unit power plant machine. Mounted attractively on pedestals so that they could be easily examined were a 10 horsepower twin model in brown finish, a 5 horsepower undergeared V-belt model in green finish and another with chain drive, also in green finish. The company's two-speed gear was shown in section, as were the cone clutch and parts of the motor.

The same company exhibited a Pope machine, for which it has recently taken the New York agency. This machine was a 7-8 horsepower clutch twin. Several of the firm's tandem attachments were mounted in the stand so that visitors would test them. The exhibit was in charge of Proprietor G. E. Wood and Manager Gene Coughlin, assisted by W. Loftis, E. W. Krumeich and Jerome Farnsworth.

The Indian Exhibit

A striking lineup of Indian machines was to be seen at the show stand of F. A. Baker & Co., of 10 Warren street, New York. The exhibit was in charge of Oscar Brant, manager of the company's uptown branch, and was typically comprehensive. The center of attraction was the Hendee Special, with dynamotor for starting and supplying the storage batteries and electric system. A sidecar combination, in which the motorcycle was a 7 horsepower two-speed model, also received plenty of attention. The red sidecar, finished to match the machine, was a source of delight to the ladies who visited the stand and was frequently "tested" by them as to comfort. Two of Brant's braves were costumed as Indians, and in that way a picturesque touch was added to the exhibit.

In addition to the two models above re-

VON LENGERKE & DETMOLD
THE SILENT INDIAN MOTOCYCLES
THE SILENT INDIAN MOTOCYCLES
FOREST & STREAM

Comprehensive Indian Display of F. A. Baker & Co., Presided Over by Oscar Brant, Big Medicine Man of Uptown New York Branch ferred to, there were shown a Two-Sixty Standard model, a Two-Twenty Regular model, a 4 horsepower rigid-frame machine, a 4 horsepower flat belt type, a 7 horsepower Standard model with tandem attachment and a light roadster model. An attractive line of literature was given out especially with reference to the sidecar. Assisting Manager Brant were Irving Barnard and W. Hanna, of the uptown Baker branch, and S. Dubon, of the company's Warren street headquarters.

Improved Iver Johnson Show

In the exhibit of Agent Davega, of 405 Broadway, New York, was included one Iver Johnson motorcycle, an 8 horsepower twin in characteristic gray finish and fitted with the new automatic valve-lifter and patent clutch and control. The valve lifter was arranged to operate by pushing a button at the right of the frame, and was released by the opening of the throttle. The clutch of the planetary type was operated by contracting a band by means of a lever with a circular finger-trip. The remainder of the Davega exhibit was made up of Iver-Johnson bicycles and an extensive assortment of accessories.

HOW MY MOTORCYCLE ENABLED ME TO LAUNCH A NOVEL BUSINESS

Trips Are Made to Isolated Mining Camps for the Purpose of Repairing the Miners' Shoes

By James A. Patterson.

OWING to a change of firm management in October, 1913, I lost my position as repairman in a Denver shoe store. Unable to find another similar place, I decided to try out a plan that involved the use of my motorcycle, taking it for granted that I could, at least, make expenses while waiting for a steady job to come within reach.

I secured a wooden box 10 by 12 by 18 inches and filled it with a small assortment of cobbler's tools and "findings" used in ordinary repair work. A tinner made me a device for carrying the box on the motorcycle frame, the front end projecting over the handlebars. With this outfit I planned to visit mining camps located in the foothills and canyons, doing such repair work as the men might call for. Many of these camps were far removed from the nearest hamlet or railroad station and had from five to fifteen men at work, one of whom went to town once a week for supplies. Several places on my route were reached only by a trail leading around or along the face of a cliff; others by a crude wagon road unsafe to travel over by night.

When starting upon this venture, I expected to call only at nearby points in order to test out the plan. In case the miners should fail to respond to my solicitation, I intended to strike across the plains and stop at isolated ranch houses. However, I found enough business to justify me in staying within the mining region.

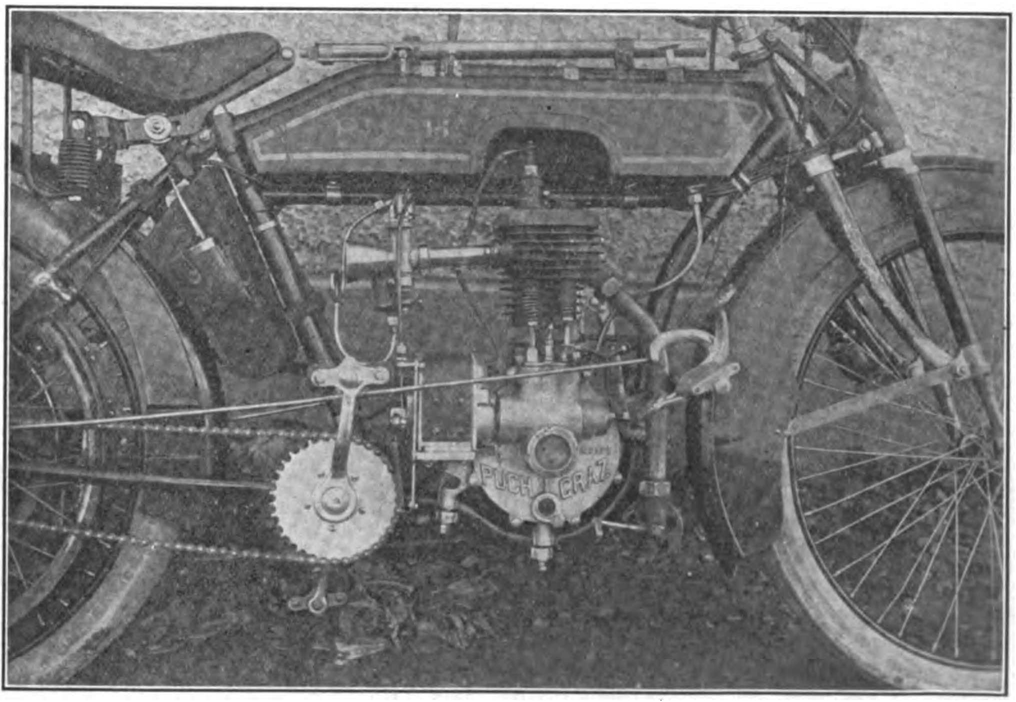
At present I am covering a regular route once a month, spending a day or more, if necessary, in each camp. I am frequently asked to repair harness, and often am paid for my time in making a flying trip to the nearest village for mail, tools, or food supplies for the men. If a miner wants a pair of new shoes I pull out a catalog which I carry, let him select his favorite style, measure his feet, and then mail the order to a Denver firm which is handling a large bankrupt stock, consisting mainly of workingmen's shoes. This firm forwards the shoes by parcel post, and I get a fair commission for my services.

Thus my Indian motorcycle, which I bought at a bargain from a friend who was leaving Denver, with thoughts of using it only as a pastime, has stood me in good stead in a business way. With the exception of two occasions, after heavy falls of snow, the machine has proved equal to the severe task.

Work in this new field has developed to such an extent that I am now indifferent to making any change, or looking for any regular position in a city shop. I feel that I am gaining in health and that I am getting a broader outlook on things in general.

A UNIQUE AUSTRIAN MOTORCYCLE

Clean-cut lines feature the motorcycle shown in the accompanying photograph, the Puch, of Austrian design and manufacture. The single-cylinder motor is air-cooled and develops 2½ h. p., from 400 to 2,000 revolution per minute. The Puch embodies a three-speed hub gear, with undergeared V-belt transmission and worm-driven magneto.



An Austrian Motorcycle With a Number of Interesting Features. Item at Left

SPEEDWAY FOR PHILADELPHIA

Philadelphia, Pa.—The Philadelphia Motor Speedway Association has been incorporated under the laws of Pennsylvania to construct a race course, the plans for which indicate that it will be one of the fastest in the world. The promoters state that it will embody all of the desirable features of the Brooklands track in England and of the Indianapolis speedway, as well as several improvements.

It will cover an area of 500 acres and will be two miles to the lap. The Brooklands track is 3¼ miles and the Indianapolis course 2½ miles. The grounds will be divided the same as at the Indianapolis stadium in regard to parking space and there will be track tunnels for ingress and egress. It will not be pear-shaped, like the Brooklands track, but will have fully spiralized end curves, the construction of which, it is said, will permit of a speed 8 per cent. greater than can be obtained on the Indianapolis course. Another advantage will be found in the fact that all parts of the track will be visible to all of the spectators. Present plans call for the holding of the first race meet on Labor Day.

DES MOINES SHOW

As in past years, motorcycles will be shown in connection with automobiles at the annual exhibition, at Des Moines, Iowa, which is scheduled for March 9 to 13. Practically all of the space allotted to the motor two-wheeler is already contracted for.

A NEBRASKA CLUB

Grand Island, Neb.—At a recent meeting of the motorcycle riders of Hall county, held in this city, the Central Motorcycle Club was formed, with a charter membership of 24. The officers of the new club are: C. H. Van Wie, president; Paul Mangelsen, vice-president; Hugo Windolph, secretary-treasurer; Sam Greenburger, captain; E. Bischeld, first lieutenant, and Walter Koss, second lieutenant. The directors are: Lester Jewell, of Grand Island, and C. J. Hampton, of Wood River. The club has already held its first run.

In This Costume Burchenal Is Ready for Business or the Roughest of Road Work

HERE IS A BUSINESSLIKE ROADSTER

New York Contractor Thinks Nothing of Making Double Century Trips Over All Kinds of Routes to Keep In Touch With His Work

Burchenal Is President of the Riverside Club, of New York, and a Friend of All Motorcycledom, but His Machine Makes Its Chief Appeal to Him Because It Gets Him Around to His Work More Dependably and Economically Than a High-Powered Automobile Formerly Did.

ONE of the most consistent and practical motorcyclists in New York City and vicinity is S. D. Burchenal, president of the Riverside M. C., who uses his machine in connection with an extensive contracting business, when he is not leading his fellow club members on sociability runs into the country. Mr. Burchenal is the junior partner of Frazer & Burchenal, railroad, bridge and tunnel contractors, with offices in New York. In order to keep in touch with his work satisfactorily, at widely separated points, Mr. Burchenal formerly used a high-powered automobile, but for the last two seasons he has depended entirely upon his motorcycle, and is enthusiastic over the results obtained. He uses a Reading Standard mount, and his records show that it has already carried him more than 14,000 miles over all kinds of roads without mechanical trouble. This is considerably more than could be said for the automobile he formerly used.

When it becomes necessary to figure upon a contract Mr. Burchenal trundles out his R. S. and starts for the scene of the proposed work, even though there may be a trip of several hundred miles ahead of him. Then when a contract is closed it becomes necessary to visit the work frequently and the motorcycle is again relied upon to get him over the ground on time. With the aid of his single-tracker Mr. Burchenal is able to keep in touch with three or four contracts.

A Rough Southern Trip

Burchenal's first long trip on his Reading Standard was made in April, 1913, from New York to Alexandria, Va., and return. Just prior to the start there had been heavy rains which left the roads in poor condition, some of them being almost impassable. In many districts the natives were surprised to see a motor vehicle attempting to negotiate the mudholes and miniature lakes, but Burchenal was undaunted. At one point the hardy New Yorker found a wagon which had been abandoned in the road, its wheels down to the hubs in mud. A short time later he was hailed by several farmers who advised him to turn back.

"There ain't no use in going ahead thataway," they shouted, "'cause the road is jist as bad as this for some distance. Besides the bridge has been washed away and you'll have to ride through the water."

"Can't turn back," explained Burchenal, "if I do I'll have to retrace my route all the way to New York."

"Makes no difference," persisted the farmers, "if you're wise you'll turn back, for you'll never get through."

Burchenal proceeded on his way. In due time he reached the stream referred to by the farmers. As the bridge had disappeared he found it necessary to plough through the stream, but his motor was equal to the test. Much more mud was encountered before the rider reached Alexandria, but he made satisfactory headway and arrived with his machine in good condition. After spending several days in Alexandria Burchenal started on the return trip to New York, retracing his outward route. He found the roads badly rutted, but not as muddy as they had been for the run from New York. On arriving in New York Burchenal expected to give his machine a thorough overhauling, owing to the rough treatment it had received, but after it was cleaned he found that it needed no special attention. This performance convinced the contractor that the motorcycle was just the vehicle needed for his work, and he at once became a full-fledged enthusiast. He has had no cause since to change his opinion.

A System of Checking Cartage

A few weeks after his Alexandria trip Burchenal had occasion to go to Washington, D. C., and he unhesitatingly set out on his Reading Standard. This trip was made successfully, and was followed by numerous other long journeys, several of them carrying Burchenal into the New England States at times when the road conditions ranged from fair to poor. He states that any machine which gave him trouble in rough going or on hills would quickly be discarded, for the success of his work depends largely upon his ability to visit his various enterprises regularly.

In addition to using his motorcycle for all his long trips, Burchenal has applied it to a new and highly interesting phase of contract work. By watching his cyclometer he is able to check up cartage costs more accurately than any other way. His system is a simple one. When a cart is making a trip from the point of excavating to the dumping place, Burchenal rides along behind on his motorcycle and notes the distance as well as the time required to make the trip. His cyclometer and his watch give him accurate figures upon which to base his estimates, and he is thus enabled to make a closer study of details.

Burchenal's case is especially worthy of note, inasmuch as he bases his admiration for the motorcycle on practical results alone. He enjoys an occasional cross-country run with the members of the Riverside M. C., but it is the business utility of the machine which makes the greatest appeal to him. Burchenal's partner still uses a high-powered automobile in making his trips, but is unable to cover as much ground as Burchenal. Nor does he care to attempt travel over some of the roads which Burchenal covers regularly. In addition to greatly improved service the genial president of the Riverside squad has found another substantial argument in favor of his motorcycle; it has cut down his traveling expenses about one-half.

CHICAGO M. C. WINS

With Meyer Pitching, the Chicago Motorcycle Club's indoor baseball team defeated the Trinity Church team with a score of 13 to 6 in a game played in the motorcycle club's gymnasium on the evening of Lincoln's birthday. The Chicago club has also gained considerable popularity of late through the victories of its indoor baseball team, which is composed of the following club members: Meyer, pitcher; Daley, catcher; Dick Purdy, first base; Enzenbacher, second base; Carlson, third base; Barry, left field; Jack Purdy, right field; Mason, center field, and Pape, short-stop.

PLAN ST. PAUL TRACK

St. Paul, Minn.—This city is to have a $50,000 motordrome, according to a statement issued by William Koenig, of Minneapolis, who announces that Fred W. Upham, of Minneapolis, and Fred A. Landeck, of Milwaukee, will be associated with him in the venture. Construction work on the board track is to begin immediately. The location will be a twelve-acre lot on University avenue, in the Midway district. The saucer will be completed in time for a race on May 30.

PRINCE SELLS HOUSTON BOWL

Reports from Houston, Tex., state that Jack Prince has sold his interest in the motordrome in that city to Robert C. Lykins and G. A. Miks. The bill of sale, registered in the office of County Clerk George Jones, shows the property to have been transferred, together with the leases and contracts with the F. A. M., for $500. The report also states that Prince is now planning to build a one-mile automobile and motorcycle speedway in Houston.

A TANDEM TOUR ON A SINGLE-CYLINDER MOUNT

Which Proved That the Prowess of the Humble Single Often Is Underestimated

By Leslie Vandament.

ALTHOUGH the general tendency is to abandon the light single for the high-powered twin, there are still a number of riders who remain true to their first love. And what is more, many of the old singles still have a good "kick" in them. For a long time I had been hankering to put a single-cylinder machine to the tandem test, so when my sister informed me that she was going to make a flying trip to the northern part of the state and would like to have me take her on my motorcycle you can bet that I jumped at the chance.

We—my sister and I—had made several tandem trips previous to this time, but these were confined to the city or nearby places. This one was to be a real tour. I decided to ride a 1913 Indian, which had been used just enough to be well broken in. With a view to eliminating trouble on the road I went over the machine very carefully before the start and made sure that everything was in good shape.

The Tandem Arrangement

I did not equip the mount with a regular tandem attachment but used a big, upholstered cushion on the luggage carrier, and then fixed a pair of adjustable stirrups for the passenger's feet. Many of our friends said this was a dangerous arrangement, claiming that in case of a fall it would be impossible for my sister to get her feet out quickly. However, she proved to be a fine rider and, although we were in many tight places, we never had a spill.

We left Greencastle, Ind., at noon, expecting to spend the night with relatives who lived near Anderson. We stopped in Indianapolis for a couple of hours while I attended to some business, and my sister visited friends. With the business and visiting over, we hurried on, passing through Greenfield to Anderson, which place we reached after four hours and 15 minutes on the road, in which time we covered 107 miles.

First Leg Completed

Before starting the next morning I again examined my machine and found everything ship-shape. So off we went. We had some difficulty in finding Hartford City, where we finally arrived after going about 25 miles out of the way. We had an exceptionally good meal for thirty-five cents each; I mention this because such places are so rare that riders should know about them.

Then we passed through Bluffton, Decatur and into Butler, our destination. My speedometer showed exactly 236 miles for the trip. We used a little more than a tankful of gasoline, as I had started off with a full two and a half gallons and during the trip had purchased another gallon. Slightly more than a quart of oil was consumed. Figuring on this basis, the total expense for the trip was about 75 cents. A blow-out which resulted from running over a railroad spike caused considerable trouble as I could not procure an outside shoe for the tire.

Mud Roads in Ohio

Leaving my sister in Butler the next day, I started to cross the State line to Ohio to visit some friends. The mud roads were in miserable condition in that section, and the cut in the rear tire gave me more trouble. After a short stay in an Ohio town I returned to Butler and we started on the homeward journey.

Just as the outward trip was singularly free from trouble, so was the homeward jaunt one of hard luck. It was all because of that hole in the tire! I used up all the patches I had brought along, and then used patches of my own design and manufacture. For the most part we could run only a mile at a stretch. At one time, however, I reeled off 25 miles before I dismounted to see what condition the troublesome tire was in. This time I had wrapped a handkerchief around it and was greatly surprised at the end of that ride to find that the handkerchief was in as good condition as when I put it on.

A New Boot at Anderson

We worried along for about seventy or eightly miles and then the tire became so bad that I decided to send my sister home by train. By much repairing I finally managed to reach Anderson. Here, at last, I was able to get a boot for the tire. I had my inner tube vulcanized and when this was finished it was almost night, but I decided to reach Indianapolis. I had no more tire trouble and reached home without further incident.

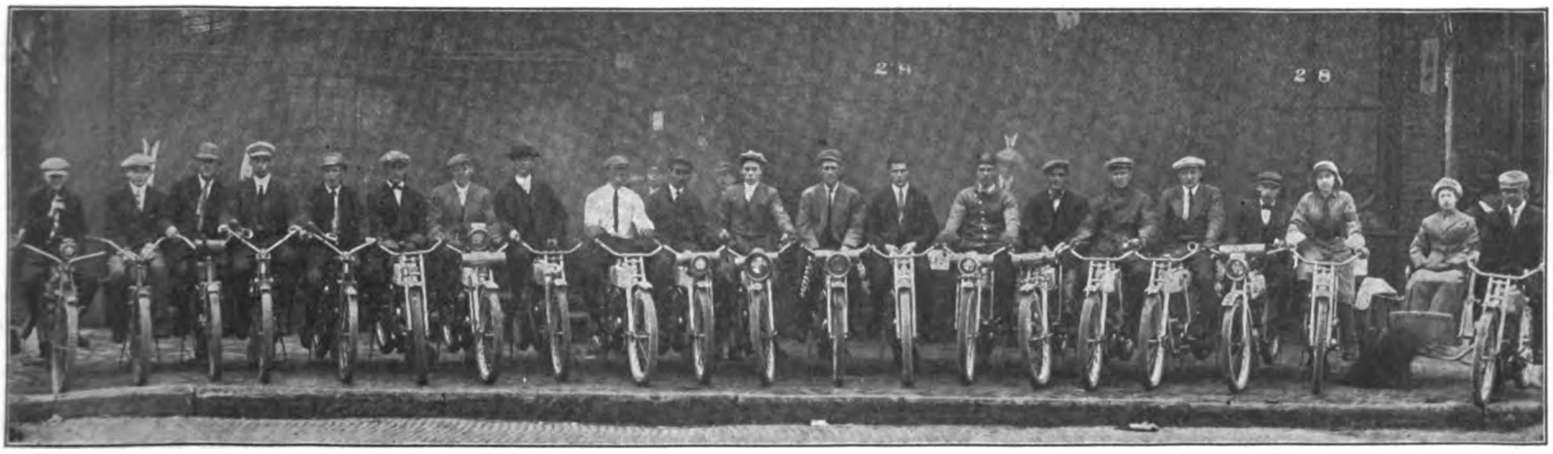
With the exception of the trouble with the tire, the trip was a complete success. The 4 h. p. single proved that it had a bunch of "pep" in it. Only on one occasion did we have to dismount. A steep hill with a surface of heavy sand that I believe would balk a twin was the cause of this trouble. My sister is small and takes to tandem riding like a duck to water, and it was as easy to handle the machine with her on the rear as if I had been riding solo. I got some fairly good speed out of the machine, going at a rate of forty-seven miles an hour at times. Forty to forty-five miles an hour was the usual speed where the roads were good. The average speed for the trip was about twenty-two miles an hour. My sister was most enthusiastic about the trip and her enthusiasm has not died down since. It looks now as if I will have to let her have that single for her own use. For solo riding I always use a twin but still have a warm spot in my heart for the capable little single.

SIMPSON'S TESTIMONY

A novel feature of the advertising campaign which is being conducted by the New-Lite Mfg. Co., Newton, Iowa, is a series of questions answered by E. E. Simpson, of Elmira, N. Y., who recently rode his Excelsior motorcycle from the New-Lite factory in Newton to Elmira, using the New-Lite illuminating system. Simpson used the New-Lite system No. 1, with plain bearing dynamo, but all the New-Lite dynamos are now supplied with ball bearings. The questions referred to touch upon all the more important features of the system, and Simpson's answers prove that even the roughest of his night trips did not affect the New-Lite outfit. He also testifies as to its economy and the ease of handling. He had several severe spills which failed to derange the lighting apparatus.

LOOK AT THE SEATING

In grinding in valves, examine the seating before giving the final polish to the valve face. If there is a shoulder on the seating, it is better to ream it anew rather than continue with the shoulder as it is, for there will be a tendency to impede the flow of the exhaust and the power will consequently fall off.



A Big Thor Family at Rock Island, Ill., in Front of John Comb's Agency.

The LADY MOTORCYCLIST

by NORA HOUGH

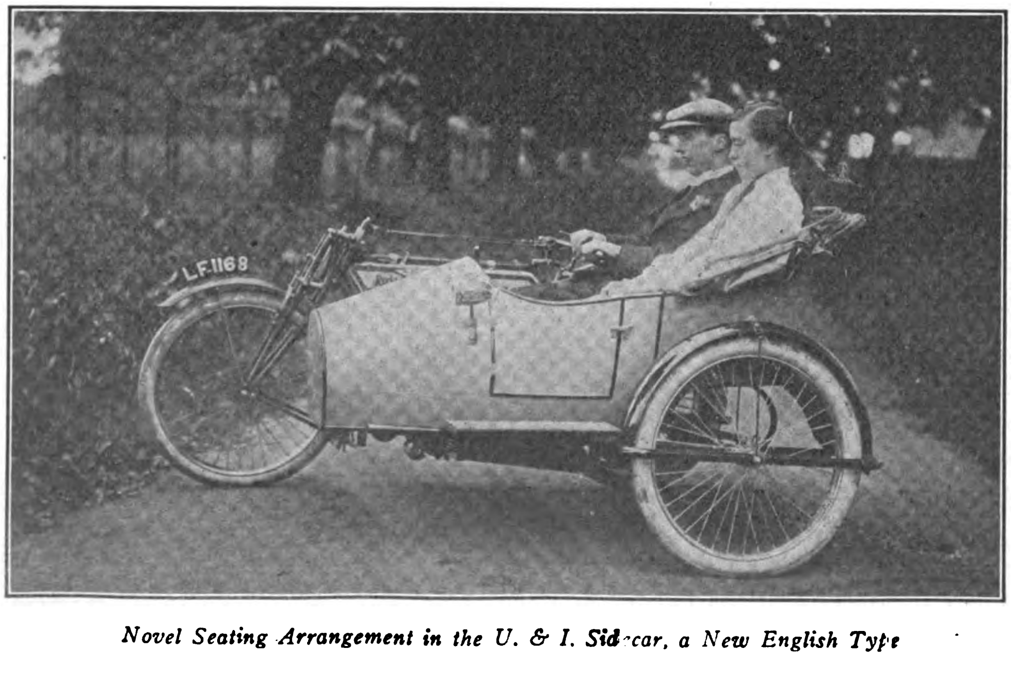
NOW that interest in the sidecar is steadily on the increase throughout the United States, and ladies in all your larger cities are going in for the sport, I feel justified in calling attention to the fact that the third-wheel attachment is responsible for much of the enthusiasm displayed by our lady riders in England. As a matter of fact, we have more lady sidecarists than solo riders. Undoubtedly this proves that the social features of the combination appeal to them. In the first instance, I personally think that it is much easier for a lady to learn to drive a sidecar machine than a solo mount, inasmuch as the chief difficulty which confronts the lady beginner is dispensed with, i. e., the handling of the unusual weight in a single-track machine.

I have been with many ladies on their first ride, and also, let me add, with quite a few men, and have always found the combination outfit to be the easiest for them to manage. Some riders will argue that the steering is more difficult than with a solo machine, also that there is a tendency to drag. But the latter trouble is experienced only when the alignment is not correct. Even admitting that there are some slight technical difficulties in using the sidecar, I believe they are offset for the beginner by the consolation of having her instructor seated at her elbow, close enough even to take the handlebar should the novice get into trouble. That certainly is better than to have instructions bawled from the seat of another motorcycle.

Ideal Holiday Touring Outfit

To get away from the novice stage, let me state that I consider the sidecar one of the finest of all vehicles for all-around holiday trips. I have enjoyed many such outings and know whereof I speak. A good powerful engine and a roomy sidecar (wicker or cane preferred in my case), fitted with a luggage "grid" will enable one to tour for weeks, and as so many foods are now procurable in condensed form one can carry a fine assortment, especially of soups, and dispense almost entirely with hotels. I say "almost" because there are riders who, whilst catering for themselves and taking all meals out of doors, still prefer to sleep under a roof at night. I must confess to that weakness myself.

Mrs. Mary Riley and Her Sidecar Outfit



Novel Seating Arrangement in the U. & I. Sidecar, a New English Type

Nevertheless, should a lady desire a really enjoyable and invigorating holiday, which will also be economical, she cannot do better than to find a congenial companion and start off with a sidecar combination in whichever direction seems most tempting to her. All the discomforts of railroad travel and of conventional clothing are done away with, for all the clothing one need carry whilst touring is a change of underwear. Blouses I never wear whilst on a holiday of this nature, but in their place I pull on sweaters. These keep clean under one's overalls and never fail to look neat and sporty. Besides they are the most comfortable of garments to wear.

The Expense Is Very Low

The cost of these holidays is very low, if they are properly managed. City hotels must not be used, for example. Those lying just outside the cities have more moderate rates and as a rule they are more comfortable. A country hotel seldom charges for garaging one's machine, whilst the city hotel never fails to do so.

One of the cheapest meals I have heard of was obtained by my sidecar passenger and myself whilst touring by motorcycle through Wales this last summer. We had just driven through a mountain pass during a terrific downpour of driving rain, when we came across a small hotel on the mountainside. We were wet to the skin and caused no little commotion in the quiet place. The landlady was extremely kind in drying our clothes whilst we partook of the best tea possible to obtain. Needless to say, we were hungry and each had two new-laid eggs, cakes, preserves, tempting home-made bread and butter. The landlord suggested a drop of whiskey in our tea to keep us from taking cold, and this we did not refuse.

For this excellent meal and attention, not forgetting the annoyance we had caused by carrying in all the mud and wet, we were charged the modest sum of ninepence each. We doubled the amount, but the lady refused it, being quite satisfied and asking if we were the same. I shall always make a point of calling at that hotel when in the neighborhood, and also of recommending it, for such places are hard to find. I am sure there are many quaint little places along your main touring routes in the United States where the lady sidecarist can obtain most excellent treatment in picturesque surroundings, and I advise them to make a point of searching out such places on week-ends and holidays.

A Hardy Sidecar Tourist

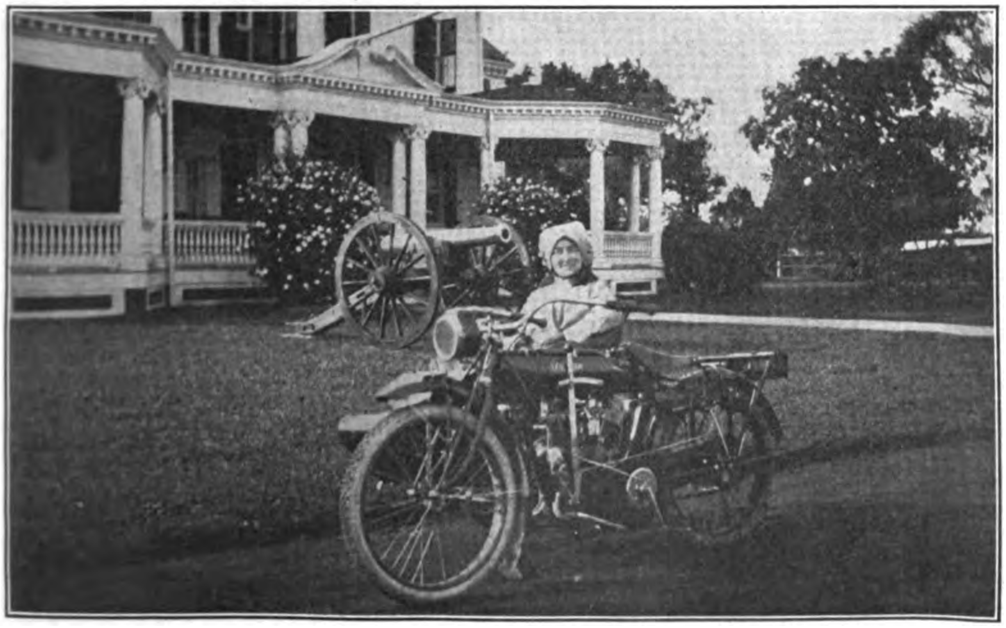
Mrs. Mary Riley is one of the best known English ladies to use the motorcycle and sidecar for touring purposes. This lady takes everything on board, including beds and a tent, and never bothers about the hotels at all. With her husband and little boy Mrs. Riley has toured all over the country, and has found many delightful spots. As they add photography to their hobbies they have a truly remarkable collection of snapshots. Mrs. Riley usually pitches camp near a farm, where it is possible to hire pots and pans, thus doing away with the carrying of noisy and unwieldy cooking utensils.

Something New in Sidecars

Quite a new type of sidecar is now being seen on our English roads. This is the U & I sidecar, so constructed as to carry both driver and passenger. This arrangement permits the driver to enjoy the same comforts as the passenger and on long trips, especially in bad weather, it scores quite a hit. This new model will strongly appeal to ladies, unless I am much mistaken. The steering is by tiller, and the controls are similar to those found on a small car, so that the handling is very simple. The U & I sidecar can be attached to any make of motorcycle and entirely does away with the necessity for wearing overalls, a feature which will no doubt attract those ladies who wish to look neat and still make long tours.

AT THE GOVERNOR'S MANSION

E. Rossman, 72 East Forty-second street, New York City, forwards the accompanying photograph of his Indian and sidecar, which was snapped last fall in front of the Governor's Mansion, at Sea Girt, N. J. It will be noted that the fair passenger is quite calm, despite the fact that she is seated directly in the line of fire of the "big guns" on the lawn. Rossman piled up a heavy mileage with his sidecar last year, and is counting upon doing even better during the coming riding season.



A Visit by Sidecar to New Jersey's Summer Capital. Item Above

Social Gatherings Are of Frequent Occurrence Among the Members of the Milwaukee (Wis.) Motorcycle Club, and the Accompanying Photograph Shows a Number of the Enthusiasts Who Attended a Recent Entertainment

ST. LOUIS RIDERS ON A WINTER SCHEDULE

Machines Have Been Kept in Service This Year, and Regular Sunday Runs Are Held, Although the Boys Are Sometimes Overtaken by Snowstorms—New Club Is Prosperous.

ST. LOUIS, MO.—Contrary to the precedents established in previous years, the riders of this city and vicinity have been almost as active throughout the present winter as they are during the summer, Heretofore the majority of motorcyclists hereabouts have stored their machines for the winter, only taking them out on rare occasions for Sunday spins. But this year practically all of the machines have been kept in steady service.

Much of the present enthusiasm is accounted for by the recent organization of the Motorcycle Club of St. Louis. Formerly this city had three clubs, but acting upon the advice of J. Leo Sauer, former chairman of the F. A. M. Legal Action Committee, during his transcontinental trip in the interests of the Federation, the riders of the city decided to consolidate. The new club has fine rooms at 3449 Lindell boulevard, where a series of successful social events is now being held. A run has been held every Sunday so far during the winter and as a rule they have been well attended. On several occasions the boys have been caught in snowstorms, but they have always been ready to go out again the following Sunday.

On Sunday, February 15, the club riders went to Eureka, Mo., 42 miles from St. Louis, where they were the guests of Mrs. Tinney at a chicken dinner. Frank Greenfield, the newly-elected publicity chairman of the club, writes that one of the most helpful features of the club meetings is a system of bringing up every matter for the open discussion of the members. The club held a successful dance on February 7.

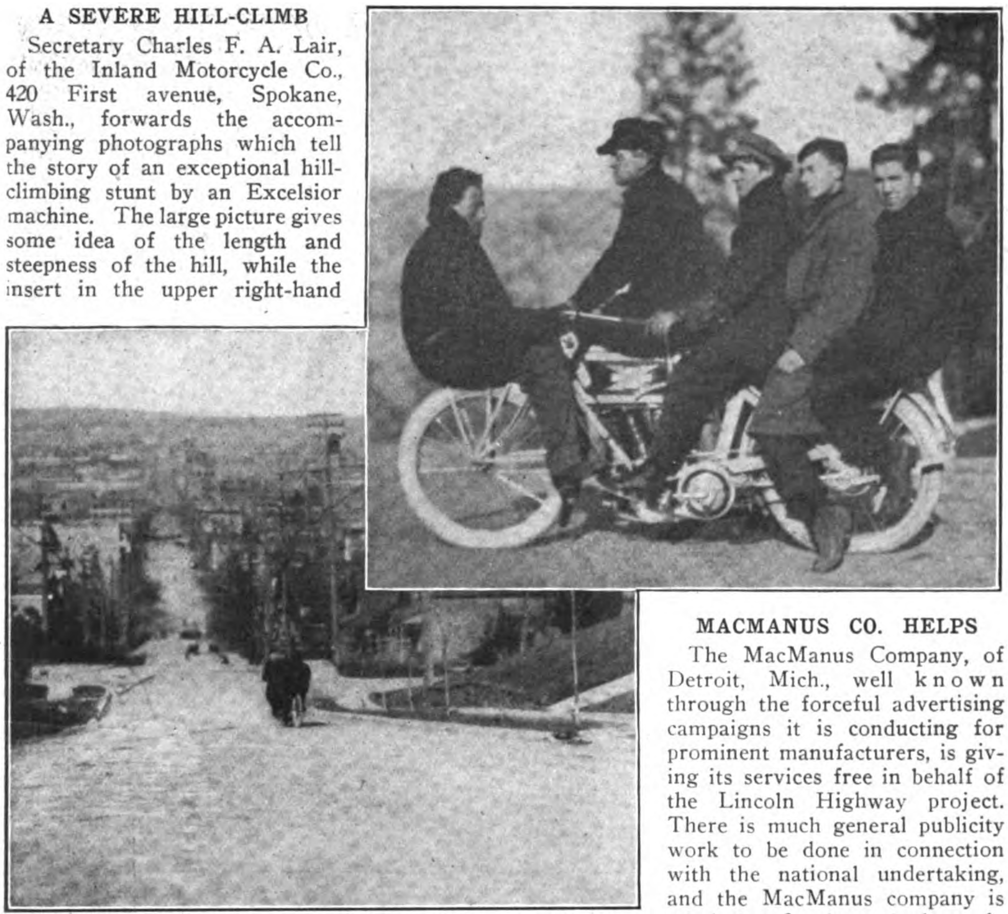
THEY DON'T STOP IN CANADA

Late reports from motorcycle enthusiasts in Canada serve to disprove the old belief that the Dominion is snowbound for three or more months of the year and that motor touring is impossible during the winter season. In addition to the general service motorcycles have been put to during the last few months throughout Canada, a number of club events have been staged, and in each case have been well attended. One dependable indication of the amount of winter riding was the heavy demand for motorcycle licenses at the Provincial Secretary's office in the Parliament Building, Toronto, immediately after the first of the year. In a few days almost 500 cards had been issued to motorcycle owners who wanted to make immediate use of their mounts.

Hamilton, Ont., is to have its first motor show during the week of March 7 to 14, 1914. Several motorcycle dealers will exhibit.

A SEVERE HILL-CLIMB

Secretary Charles F. A. Lair, of the Inland Motorcycle Co., 420 First avenue, Spokane, Wash., forwards the accompanying photographs which tell the story of an exceptional hill-climbing stunt by an Excelsior machine. The large picture gives some idea of the length and steepness of the hill, while the insert in the upper right-hand corner shows the load which was carried by the sturdy "X." The hill is a half-mile long and the average gradient is 17.15 per cent. It is stated that the total weight of the men carried on the machine in the test was 775 pounds, and that no difficulty was experienced in taking them up. The hill has long been used in testing motor vehicles. The Inland Motorcycle Co. handles the Excelsior in Spokane.



The Upper Photo Shows How the Load Was Carried and the Other One Gives a View of the Test Hill

ARTISTIC MIAMI STATIONERY

The Miami Cycle & Manufacturing Company has just completed arrangements to supply its dealers with special stationery which is featured by an unusually attractive three-color illustration. The picture shows a Merkelite and his fair companion at a country pump while their tandem machine rests against a rail fence nearby. A small but confident puppy is attempting to assert his rights at the pump, and in general the composition is pleasing and close to nature. The color effect is one of the most striking that has come to notice in some time.

HEARING ON KATZMANN PETITION

William Katzmann, Jr., formerly trading as the William Katzmann Co., of Chicago, has filed a statement showing that under his recent declaration of bankruptcy he has surrendered all his property and requesting that he be given a full discharge from all debts provable against his estate, excepting such debts as are exempted by law from such disposition. As a result a hearing has been set for April 6, at 10 a. m., at the United States Court Rooms in the Government Building, Chicago, at which creditors and others interested may appear.

MACMANUS CO. HELPS

The MacManus Company, of Detroit, Mich., well known through the forceful advertising campaigns it is conducting for prominent manufacturers, is giving its services free in behalf of the Lincoln Highway project. There is much general publicity work to be done in connection with the national undertaking, and the MacManus company is admirably fitted to obtain early and widespread results. The company is now distributing a series of leaflets calling attention to the benefits to be derived from the Lincoln Highway and citing the arguments advanced by leaders in the motoring and legislative fields.

Walter S. Tullis, formerly manager of the New York branch of the Continental Rubber Works, Erie, Pa., will hereafter travel for the Erie firm in the South and Far West.

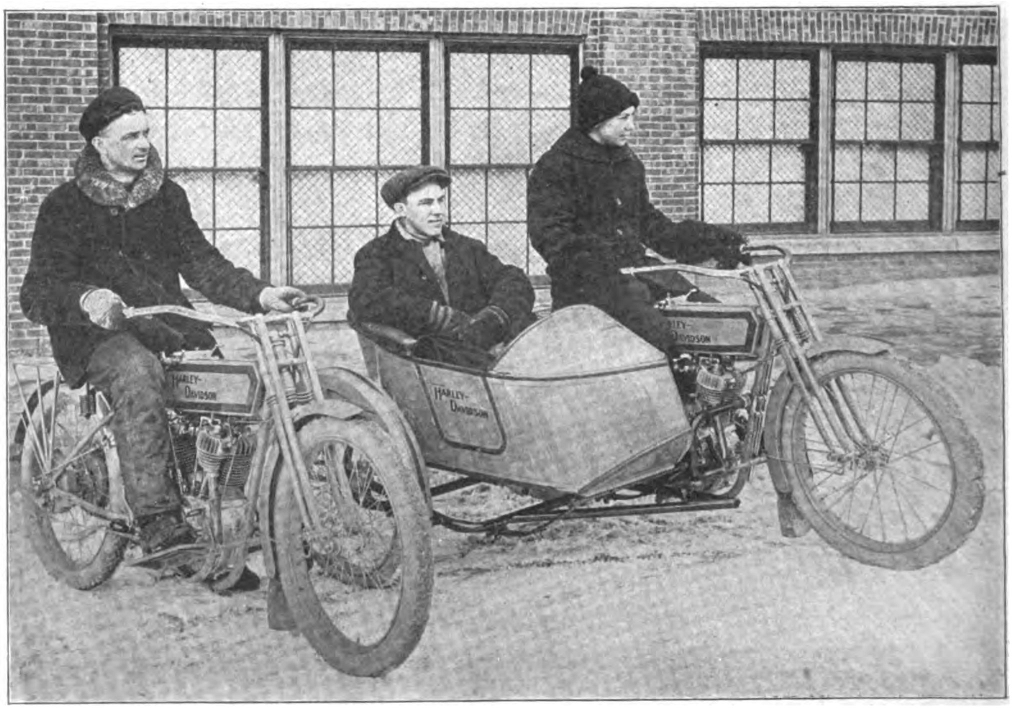
HARDY ROCKFORDITES BUCKED SNOWDRIFTS

They Required Two Days to Make 120-Mile Trip to Milwaukee, Which is Ordinarily Covered in Six to Eight Hours—Game Trio Suffered Intensely From Cold.

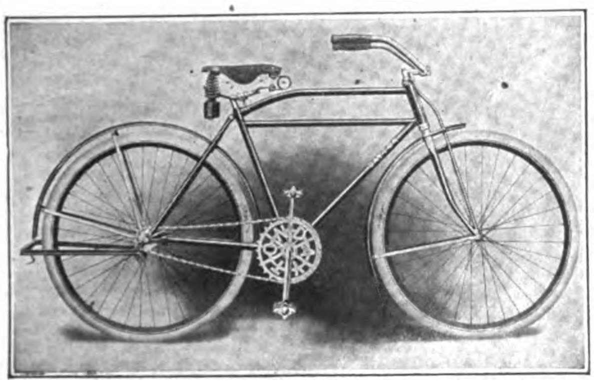
MILWAUKEE, WIS.—One of the most thrilling motorcycle trips made in some time must be credited to W. L. Lewis, S. Earl Bengston and George Palmer, three Harley-Davidson riders who bucked snowdrifts almost constantly on a 120-mile run between Rockford, Ill., and Milwaukee. Under ordinary conditions the trip between Rockford and Milwaukee can be made in from six to eight hours, but when the intrepid trio reached Milwaukee they had been on the road two solid days, and were just about "all in." They made the trip with a Harley-Davidson twin and sidecar and a solo twin. The going was so bad that the three had to alternate every ten miles or so, in order that the third man could ride in the sidecar and rest his aching arms and legs.

Through most of the journey the motorcyclists had to blaze their own trail. For miles and miles they rode over highways where there were only a few sleigh tracks to give them encouragement. Many times the riders had to lift the sidecar through the heavy drifts, and there were numerous narrow escapes from slipping into gullies which were hidden by the drifted snow.

"We feel fully qualified to lead an expedition to either of the poles," said Lewis on his arrival in Milwaukee, "but we were determined to get down to Milwaukee and show the local boys that we can deliver the goods. We delivered 'em O. K., but there were times when we were afraid that we'd never lay eyes on another motorcycle sign." After a rest and a visit to the Harley-Davidson the trio shipped their outfits and returned to Rockford by train.

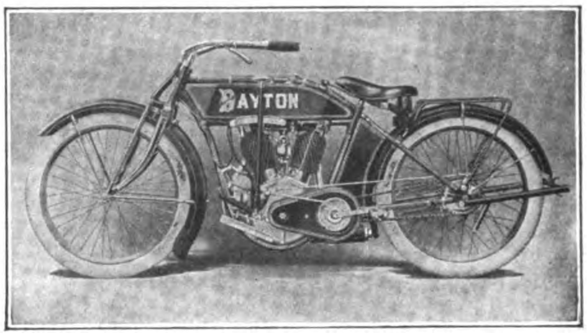


Lewis, Bengston and Palmer, the Snow-Plugging Rockfordites. See Article Above



Dayton Bicycle

Ever since the beginning of the bicycle industry this name has been synonymous with the newest and best of bicycle construction. This type (model 122) is one of the late, practical, serviceable models we offer. Send for catalogue.



Dayton Motorcycle

The big red husky Dayton has made good with motorcycle riders everywhere. The score of pleased riders who use Daytons are the strongest testimonials that could possibly be paid it. Everywhere, under all conditions, the Dayton is giving riders the best service. Send for catalogue.

These two products are designed and built in the largest cycle factory in the world

This carries a weighty message to everybody—to you, whether you are a rider or a dealer.

It means a product that has been planned, bettered and built in the biggest possible way year after year.

It guarantees you all you could possibly demand if you were mechanical enough to demand the best of construction and exacting enough to demand the latest in modeling.

It means a minimum of cost to you—made so by a maximum of factory operation.

It means an unlimited prestige to you as an owner. 51 years of designing and building stand behind every product turned out by this factory in the year 1914.

It means the last word to you in satisfaction—from the standpoints of **service performance** and **pride in ownership.**

The word Dayton guarantees all of this to you.

There's a big opportunity for dealers who associate themselves right now with the Dayton products

Our offer to the right kind of dealers is in the form of an exclusive franchise. We offer every kind of direct dealer help—catalogs, pamphlets, pennants, sweaters, window signs, newspaper advertising, etc. Cashing in with this strong agency is possible for you—any responsible cycle dealer, or business man who is quick enough to appreciate the opportunity and quick enough to grasp it. A wire or special delivery today will bring our complete dealer's proposition to you by return mail. Doing so will obligate you in no way at all, and may open up for you this year a way to bigger, better business.

Davis Sewing Machine Company

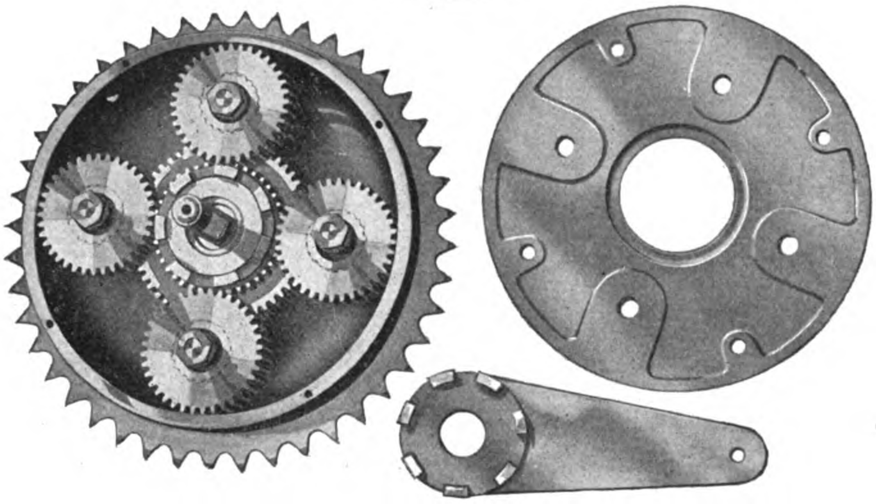
Dept. B Dayton, Ohio

Established 51 Years Ago.

TWO

ECLIPSE

SPEED



We are now shipping

ECLIPSE TWO SPEEDS

For 1913-1914 Henderson Machines

Will deliver TWO-SPEEDS for Excelsior, Dayton, DeLuxe and 1912 Henderson Machines, March 10th to 15th

Watch this space for announcement of other machines which can be TWO-SPEED equipped as the season progresses. ***Place your order now to insure prompt spring delivery.***

ECLIPSE MACHINE CO., ELMIRA, N. Y.

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J. LEO SAUER *President*
H. N. CONDICT *Secretary*

Western Representative
H. G. JACOBS
903 First National Bank Building, Chicago.

MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY—FIRST MARCH NUMBER—MARCH 5, 1914

CLUB VACATION TOURS

ABOUT this time club presidents who are alive to their opportunities are beginning to consider plans for their summer schedules. Following precedent, they will in nine out of ten cases concentrate their thoughts upon race meets and short outings. Endurance and reliability runs and hill climbs will come to mind in a few instances when, as a matter of fact, no club program should be regarded as complete without provision for several of these always interesting competitions. No doubt they are less popular than race meets because the latter are possible revenue producers. On the other hand, each club can conduct only a limited number of track events, and there is nothing to prevent sandwiching between the money-raisers an equal number of road competitions.

However, that is not the point of this editorial. We spoke above of planning for short outings, excellent in their way, but why not develop the idea for all it is worth and feature the season's activities of your club with a real vacation jaunt of not less than five nor more than ten days' duration? In every town of consequence there are scores of riders who want to, yet never make long trips, because they do not care to journey alone. And most of those who take long solo, tandem or sidecar journeys would welcome the opportunity to join a party properly organized under club auspices.

We hope to see a large number of clubs act upon this simple suggestion this year. And MOTORCYCLE ILLUSTRATED will be pleased to lay out tours upon request. Simply submit a general plan as to the duration of the proposed trip and the important places your club desires to include in the itinerary. Our Touring Editor will put forth his best efforts to "do the rest."

SOLUTION OF THE F. A. M. PROBLEM

WE have a letter from E. M. Estabrook in which he expresses the hope that A. B. Coffman be chosen the next president of the Federation of American Motorcyclists. Estabrook adds that he will not be a candidate for the office, and that he (Estabrook) prefers to continue his present work, for which everyone regards him as being admirably fitted.

With Coffman as executive head and with Gibson and Estabrook doing the executive work, all in one office centrally located, it would not be long before the F. A. M. became again a real force in the motorcycle world. Although we have often stated our preference for a plan which would provide for the establishment of the office of business manager, separate from an honorary presidency, the shouldering of the double responsibility by a man of the Coffman type would constitute an important move in the right direction, and prove the salvation of the F. A. M. In a general way, the new arrangement would be as follows:

The chief executive officer would exercise all the powers which are now divided between the president, the chairman of the Competition Committee and the chairman of the Legal Action Committee. Assisting him would be the secretary-treasurer and the membership chairman. These three officials would do all the executive and administrative work of the organization, and they would do it at least a hundred per cent. more efficiently and considerably more economically than it is being done by twice as many isolated officials at the present time.

To prevent the assumption of any too autocratic powers by the chief executive, the latter would always be responsible to the Board of Directors, constituted and elected as at present. In other words, through the directorate, the membership at large would exercise immediate control over the acts of the organization's chief executive officer, although there would be no interference with the work of the latter as long as he was doing his duty. In other words, the directors would not be called upon to act as a body in any matter short of one involving the impeachment of the president. Each director, however, would have plenty to do in promoting his district organization. The board would also act as a cabinet to advise the chief executive.

We would prefer to have the president or manager appointed by the directors and be removable by them. As the directors are chosen either by the National Assembly or their district organizations, the membership at large would be fully represented in the selection, by the board, of a chief executive.

The F. A. M. has had a stomachful of democracy, etc.; its greatest present need is more efficiency and better results. Both are within easy reach, through a sensible consolidation of offices, the establishment of central headquarters and the selection of a man like Coffman to run the organization from top to bottom.

"MY MOST DIFFICULT SALE"

ELSEWHERE, in our announcement of the prize-winners in the "My Most Difficult Sale" contest, we call attention to a remarkable paucity of accounts of really difficult motorcycle sales. More than one hundred dealers contributed one or more of their selling experiences, and although most of their stories were interesting enough, even a cursory analysis of the points brought out by the contest would satisfy anyone that great difficulty does not ordinarily attach to the actual sale of a motorcycle. In other words, the conclusion is inevitable that the really big problem which confronts the average dealer is to *locate prospects*. Or, to put it in another way, it is generally easier to *convince* a prospect than it is to *find* him. But as he must first be found before he can be interested, identifying the possible purchaser is usually the most difficult part of a sale.

That is, relatively speaking; as a matter of fact, is it so hard, when intelligent and systematic methods are adopted, to get a line on a reasonable number of good prospects? It is our opinion that nothing is more important than the *system* adopted by the dealer, and that the chief object of systematizing his campaign should be to an economical and effective appeal to as many *different classes* of men as possible. In any campaign for prospects, advertising will always play an important part, and the principal reason why many a dealer is today dissatisfied with the results of his advertising is his failure to make his copy specific enough. There are so many classes of men to whom a motorcycle, properly understood, appeals, that no *single piece* of advertising literature can be made to appeal to even a small percentage of these different classes. For example, the middle-aged man requires an entirely different line-up of facts and arguments than does the youth, and a similar diversity of appeal applies respectively to the mechanical and the business-man, the prospective solo rider and the tandemite, the golfer and the long-distance tourist, and so on *ad infinitum.*

Reducing these theories to practice, the wise dealer will first go over the names of those who have in the past purchased motorcycles from him, and then classify these purchasers according as they acquired machines for *different uses.* Then, putting himself in the place of one purchaser in each class, he will note *the reasons why* the motorcycle owners of the various classes wanted, and subsequently bought, machines.

This constitutes, in a general way, the process of laying in ammunition, without which no successful campaign, any more in business than in war, is possible. How to use this ammunition to the best advantage will be the subject of discussion in the next issue.

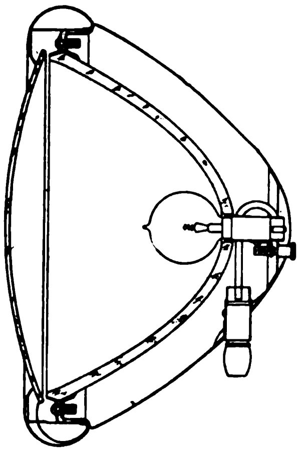
On March 1 two hundred official F. A. M. collector's certificates had been issued.

With the Manufacturers

NOVEL MIRROR IN GOLDEN GLOW LAMP

New Electric Headlight Introduced by the Esterline Company, of Indianapolis, Produces an Intense Beam of a Golden-Green Color Which Is Non-Irritating to the Eye.

DESIGNED and constructed in keeping with the latest scientific principles, the "Golden Glow" headlight for motorcycles, manufactured by the Esterline Company, of Indianapolis, Ind., is an article likely to come into wide favor. The motorcycle lamp is built along exactly the same lines as the company's larger headlights for automobiles. The Golden Glow mirror is the result of an effort to obtain a non-irritating light, adapted to commercial uses and giving an intense but non-dazzling beam. The ingredients used in making the glass are such as to give it a golden-green color, producing a light as nearly the color of molten gold as it is possible to obtain.



The Lamp in Section

Owing to the rigid rules that must be observed in the construction of these lamps, they are guaranteed not to come apart, or to get loose and rattle. The welding together of parts takes the place of rivets and insures durability. The front glasses are retained by tempered steel springs snapped into place. There are no screws to work loose or crack the glass. The lamp bodies are enameled in the Esterline baking ovens, nickel plating is extra heavy and brass burnishing and lacquering is done under careful supervision.

The front cover is held in place by two concealed latches, controlled by thumb screws. The removal of the front gives access to the bulb, so that replacements can be accomplished quickly and without the use of tools. The cover makes a continuous contact with the ring gasket, effectively sealing the lamp. The reflector is held firmly by a felt cushion and clamping ring, eliminating any danger of breaking and rendering the lamp dust and moisture proof. The focussing device is operated by a simple thumb screw at the rear of the lamp. It requires only a moment to adjust the bulbs to give either a fan of light immediately in front, or a long pencil beam illuminating the road hundreds of feet ahead. The Golden Glow electric motorcycle headlight is listed at $8.50.

POPE AGAIN DEMONSTRATES POWER

Westfield, Mass.—The recent snowstorms were unusually severe in this state, and travel over city streets as well as on the country roads was effectually blocked. At the factory of the Pope Manufacturing Company two automobile trucks used chiefly for the delivery and collection of freight, could not be utilized owing to the depth of the snow, and the problem of carrying the heavy mails from the post office to the plant became a serious one. After all other means had failed, it was "put up to" the motorcycle testers, with the result that the heavy bags of mail were successfully delivered to the Pope offices. A model R-14 Pope, with two-speed and sidecar, negotiated the drifts, although the snow at times clogged the carbureter and packed under the sidecar frame, so that it had to be cleared away.

BARTHEL & DALY APPOINTMENT

Barthel & Daly, importers of Schafer ball bearings, of 42 Broadway, N. Y., announce to the trade that they have appointed Chas. E. Wade, of the Chas. E. Wade Sales Co., of Detroit, as their sole selling agent in the Middle West. Mr. Wade was formerly selling agent for the Rhineland Machine Works Co.

Frank S. House, 825 Baker street, Fremont, Ohio, has been appointed county commissioner of Sandusky county, by the Ohio State F. A. M. Commissioner.

HIGH-DUTY ROLLER BEARINGS

In furtherance of its policy to combine simplicity of design with the utmost dependability, the Reading-Standard Company, Reading, Pa., has adopted the Hyatt high-duty type of roller bearing in the twin connecting-rod of its machine. The Hyatt high-duty roller bearing consists of a series of flexible rollers contained in a case or retainer, these rollers extending the entire length of the shaft and giving the same generous bearing length as formerly found in the Reading-Standard. This type of roller bearing distributes the load and shock equally over the entire length of the shaft and enables the rider to operate directly on the shaft.

The rollers are of alloy steel, heat-treated and ground to close limits. A shell of alloy steel, hardened and ground, is pressed into the fork rod, binding the two ends together to prevent spreading. The inner rod oscillates on this shell. Scouring of the boss on the flywheel is prevented by the placing of a steel disc between the retainer and the boss. The Hyatt roller bearings are adaptable for use on the 1912 and 1913 Reading-Standard twin motors.

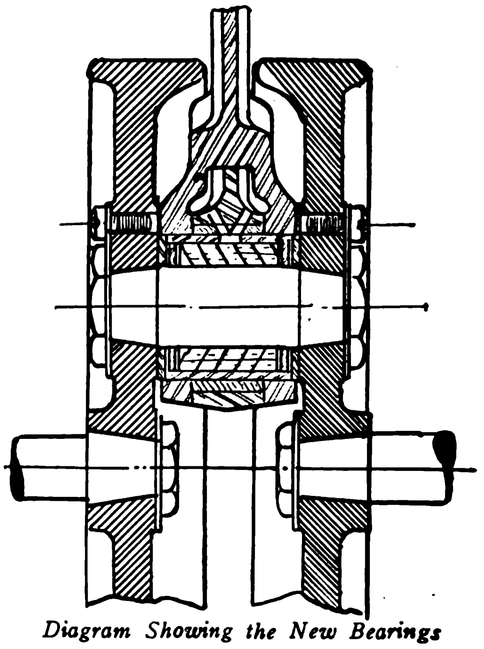


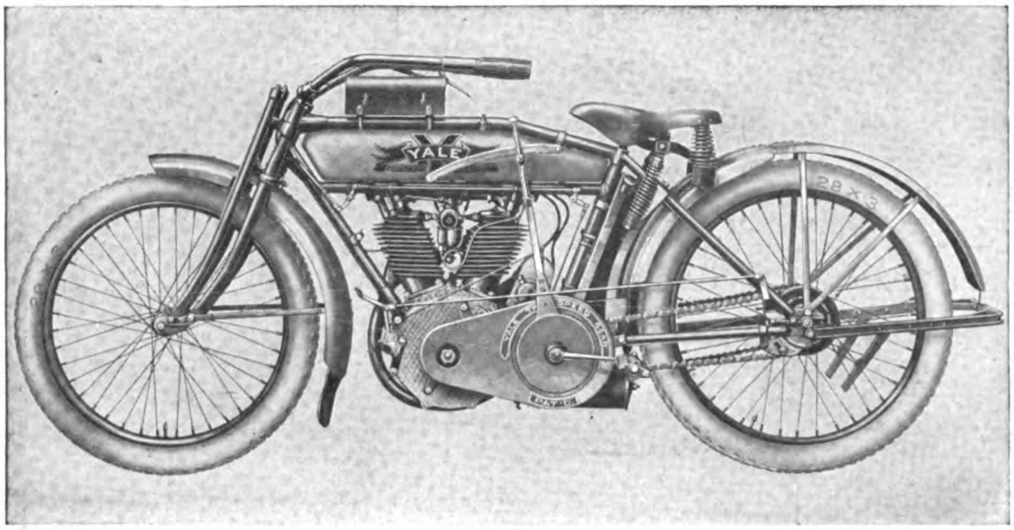
Diagram Showing the New Bearings

Unless you can offer the rider a **real** two-speed gear, **built into** the machine, and with **one-hand, one-motion control**—

Unless you can offer him this at the **regular** price—

You're face to face with a "lean" year.

Without a Two-Speed That's Proven You Can't "Get By"



NEW Yale twin, with two-speed transmission built in as part of regular design. Two-speed gear of remarkable efficiency that climbs 50% grades easily—even with sidecar and extra passenger. Parts so strong and so simple that faithful, unfailing service can be depended on throughout the most severe service, season after season. Control by one motion of one simple lever, with the perfected foot control, for use instead of the hand lever when desired, as an added convenience.

The motorcycle buyer this year will **demand** a two-speed machine.

He **knows** that the Yale two-speed has made possible a **new kind of motorcycling.**

He **knows** that it offers him **power,** and **comfort,** and **efficiency** that he has never known before.

And no power on earth will change him.

Nor will he be content with some "make-believe" two speed.

It will have to be a **proven** two-speed—or none at all.

It will have to be a **built-in** two-speed—or none at all.

It will have to be a two-speed that will pull steadily through the hardest going and climb easily the steepest hill.

It will have to be **simple in control, infallible in action.**

It will have to be **part** and **parcel** of the motorcycle—and **not** cost **a cent extra.**

He can get these things. He's going to have them.

And **you can't talk him out of it**—no matter how hard you try.

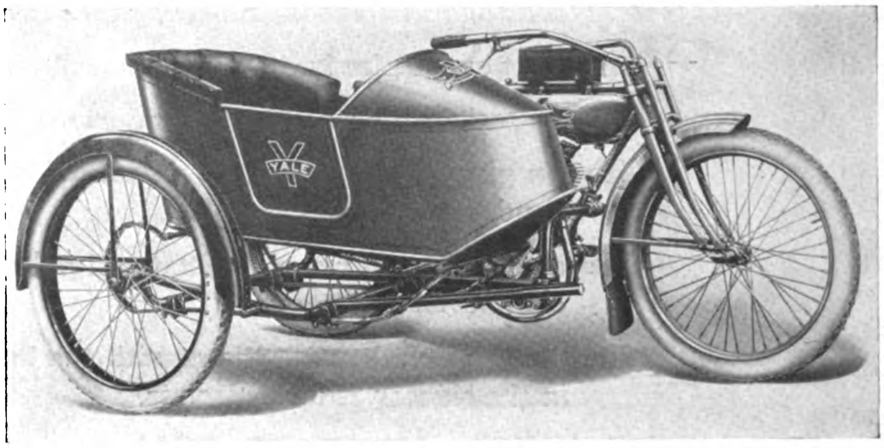
So it's up to you to get a **good** two-speed, a **proven** two-speed, if you want to make sales.

Your success this year, remember, depends absolutely on the **kind of two-speed** you sell.

And without a two-speed that's **proven**—you simply can't "get by."

Find Out for Yourself What Each Two-Speed Will Do

THE Two-Speed Yale makes the sidecar really practical and capable. With it two people can go swiftly and comfortably anywhere that an automobile could go—and many places inaccessible to a heavy, bulky four-wheeler. The Two-Speed Yale with sidecar is a luxurious two-passenger roadster of wonderful capability and opens new fields of usefulness and pleasure to the rider. To this is due the wonderful growth in popularity of the sidecar, which is resulting in so many sidecar sales right now.



If you haven't gone into the thing thoroughly—do it now, before it's too late.

Go over the list and check off the manufacturers who had the **foresight** and **wisdom** and **courage** to meet the two-speed demand.

You'll find that only a few are **actually ready** to **meet it.**

You'll find that only a few are actually ready to offer you a **proven** two-speed that will satisfy the rider.

You'll find, further, that only one factory in the whole country had the courage to **build a two-speed gear into all of its models.**

And the significance of that fact is simply that the makers of the Yale were the **only** manufacturers who had **real faith** in their two-speed.

If you take the trouble to investigate—you'll find that that faith was **amply** justified.

It was justified by the actual, on-the-road performances of the two-speed Yale.

It was justified by the pulling ability and climbing ability which the two-speed added.

And this added pulling ability and climbing ability—this wonderful increase in quantity and flexibility of power—

Turned sidecar riding from a nightmare into a previously unknown pleasure.

And that, again, means **more profits** for the dealer.

Because the two-speed opens up tremendous possibilities in the sidecar field.

So you see how vital it is for you to **know what's what**—to get **settled** and **squared away.**

Big profits in two-speeds—big profits in sidecars—a bigger year than you've ever known before—**if you've got a good two-speed.**

The Yale Dealer is Sure to Profit by the Big Two-Speed Demand

In each locality, there's only one dealer we know of who's pretty **certain** to be successful this year.

And that one dealer is the man who sells the Two-Speed Yale.

He can satisfy the rider's each and every demand.

He can give him a simple, practical, built-in two-speed, with one-hand, one-motion control.

He can give him a two-speed that will **pull** through any old road or **climb** even a 50% grade.

And he can do all these things with the buyer comfortably seated in the sidecar, if he so desires.

He has the opportunity of a life-time before him.

He can sell motorcycles and sidecars when other dealers won't even have a "look-in."

He can walk away with the "cream" of the trade—merely by showing what the "Big Y" does.

That's why we insist that only active, competent dealers shall sell the Two-Speed Yale.

And Yale dealers must order all the Yales they may need now—or take a chance on being left.

If you aren't a Yale dealer, we may have a vacant territory—although even our increased production is fast being allotted.

If you want Two-Speed Yales—you'll have to hurry!

THE CONSOLIDATED MANUFACTURING CO.
1730 Fernwood Avenue, Toledo, Ohio

Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY, Los Angeles and San Francisco

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, and all kinds of Drop Forgings.

YALE

NEW HARLEY-DAVIDSON TRAVELER

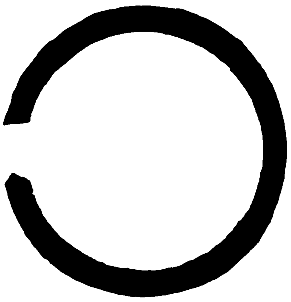
E. R. Durkee, who has just joined the Harley-Davidson force of traveling salesmen to cover western New York, western Pennsylvania, West Virginia, and eastern Ohio, appears in the accompanying photograph. Mr. Durkee's home is in Fort Erie, Ont., just across the line from Buffalo, and he is thoroughly familiar with the territory in which he will travel from now on. For six years Mr. Durkee was identified with the Pierce Cycle Company as a traveler, and he is therefore in touch with general trade conditions.

E. R. Durkee

Durkee, by the way, is a member of the famous Hope Club, made up of riders who were stalled in the little town of Hope by a "cloudburst" on their way to the F. A. M. meet in Philadelphia in 1910. From this it will be seen that he is prepared to talk motorcycles from first-hand experience. He is also something of an endurance plugger, having participated in the three-day runs out of Cleveland in 1911 and out of Dayton and Chicago in 1912. Durkee believes in the policy of "knowing whereof he speaks," and he never misses an opportunity to get out with the boys and prove that he can ride a motorcycle as well as sell one. Durkee's territory includes some of the districts which were formerly covered by George Puls.

RAYBESTOS LINING

Raybestos V-shaped lining, made by the Royal Equipment Company, of Bridgeport, Conn., is now used on all Corbin band brakes. Exceptional strength and durability is found in the Raybestos lining owing to the tremendous pressure to which the material is subjected during the manufacture. The Raybestos lining, a section of which is shown in the accompanying illustration, is made to the exact form of the V-brake drum.



V-Shaped Raybestos Lining

REMARKABLE SALES RECORD

Records kept by the Corbin Screw Corporation show that during the months of January and February just past the orders for Corbin-Brown speedometers from jobbers and dealers represented a 300 per cent. increase over the total number of orders received during the preceding year. This remarkable state of affairs speaks volumes for the popularity of the Corbin-Brown speedometer and for the efficiency of the great sales organization which is handling the company's products. The Corbin-Brown speedometer is now catalogued by jobbers and dealers all over the country, so that no difficulty will be experienced in finding the Corbin-Brown instrument anywhere, and on short notice. The speedometer, by the way, is one of the younger members of the well-known Corbin family and the wide favor it has won is a source of justifiable pride to the company.

UNITED FLEXIBLE TUBING

Practically all riders who use acetylene lamps will be interested in a tubing which combines freedom from corrosion and rupture with extreme flexibility and light weight. Such is the flexible metallic gas tubing manufactured by the United Metal Hose Company, Inc., of 510 West Twenty-fourth street, New York, which is eminently adaptable for use between the generator, or gas tank and head and tail lights. It comes in either 3/16 or ¼-inch sizes and brass or nickel finishes, and is lined with either rubber or asbestos at the desire of the purchaser. Each length is supplied with special couplings which attach to any tank, lamp or generator connection, making an automatically gas-tight joint. It retails at 8 cents per foot and is practically unbreakable and waterproof.

Another of the firm's products is a flexible conduit for carrying electric wires, as from a battery to the lamps, etc. Communications should be addressed to Rutledge H. Thomas, care of the company.

SAUFLEY CATALOG FOR 1914

The Saufley Supply Company, 624 East Fifteenth street, Kansas City, Mo., is now distributing its catalog No. 17, dealing fully with the comprehensive line of motorcycle accessories and supplies carried by the firm. It may be stated without stretching the truth that every want of the motorcyclist has been taken into account in the preparation of this catalog, and the fact that the book is profusely illustrated makes it doubly attractive. A copy will be forwarded upon application.

APPOINTMENTS AT HENDEEVILLE

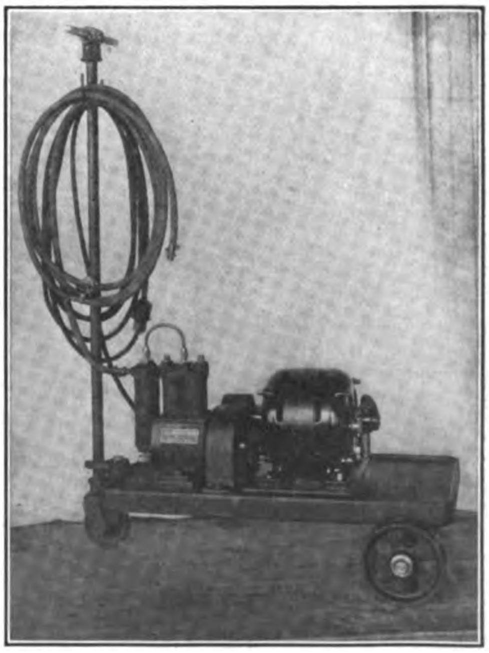
R. W. Ellingham, works manager of the Hendee Manufacturing Company, Springfield, Mass., announces the appointment of H. A. Caesar as general superintendent and William Morrison as assistant superintendent of the Hendeeville shops. Caesar, who succeeds W. H. Moore at Hendeeville, was formerly superintendent of the main plant on State street. Morrison was foreman of the tool room in the main plant.

TWO "MASTER" PRODUCTS

Ease in taking apart, cleaning and reassembling, consistency in service, intensity of firing spark, are the features that distinguish the "Master" Spark Plug, manufactured by the Hartford Machine Screw Company, of Hartford, Conn. This spark plug has been made under the Canfield patents since January 8, 1912. It is claimed for the extremely heavy imported porcelain that it will stand strains which easily break down ordinary insulators. The "Master" plug sells for $1 and can be obtained in all standard threads.

Another accessory made by this company, and which should interest motorcycle dealers and garagemen, is the master garage pump. The equipment consists of a two-cylinder pump driven by a small electric motor, and is mounted as shown in accompanying illustration. With each outfit is furnished a 20-foot length of reinforced rubber hose. The pistons are of special steel, carefully hardened and ground to exact size, and no rubber or packing rings are used in the entire construction. This method, the makers claim, insures not only the delivery of pure air, free from oil, but also gives maximum efficiency at all times and increased wearing qualities. Silence is assured by rawhide gears which connect motor to pump. There is no installation expense, it being only necessary to connect the motor with an ordinary electric light socket. No tank is required and the pump delivers pure air in a steady stream directly to the tires. It is claimed that the master pump will completely inflate a motorcycle tire in less than a minute. The Hartford one-year guarantee covers the master garage pump, which sells for $55, alternating current, and $50, direct current.

Master Spark Plug



The Easily Handled Garage Pump

DIRECT CHAIN DRIVE ON THE EAGLE FOR 1914

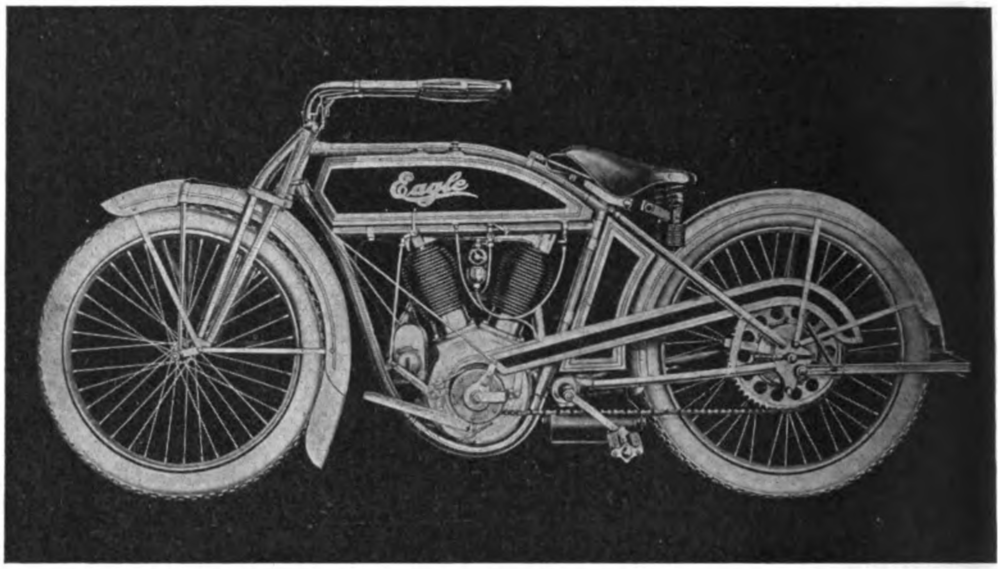
That Feature and New Auxiliary Brake Are Most Noteworthy Among the Improvements

BROCKTON, MASS.—The Sterling Motor Company has taken over all the effects of the American Motor Company, of this city, under the agreement outlined some time ago with the bondholders of the latter, and will proceed at once with the manufacture of the Eagle motorcycle. This machine came into considerable favor during the period when it was being energetically introduced by the American company, and there is every indication that it will continue to make friends rapidly, especially in view of the fact that it has been materially improved for 1914.

In the accompanying photograph is shown the new direct-drive model of the Eagle, equipped with footboards and auxiliary brake. While a number of other improvements and refinements will be noted, it is likely that the chief interest will be divided between the direct drive, embodying a chain three-eighths of an inch wide, and the auxiliary Raybestos-lined external contracting band brake. The latter is operated direct by foot pedal from the bootboard to the clutch drum. The drum turns about four times as fast as the rear wheel, and therefore requires only one-fourth as much pressure on the service brake as would be needed to provide the same braking effect on the rear wheel. It is stated that a comparatively light pressure on the pedal will bring the machine to a stop quickly owing to the unusual efficiency of the brake. The footboards fold up so as to afford perfect protection for the clutch in case of a fall.

For 1914 the Eagle has an entirely new rear jaw, which is constructed to take a very strong and rigid stand. The Eagle stand is unique in that the rear jaw forgings are flared off at the bottom on the same angle as the stand. When the stand is let down it slides past the surface of the rear jaw as cleanly as the blades of a pair of shears slip past each other. This prevents any side motion and makes the stand unusually rigid. The stand is automatic and hooks up by spring tension as soon as the machine is started.

For the upper rear stays the manufacturers have substituted 7/8 by 14 gauge tubing for the 13/16 gauge material formerly used, thus giving much greater strength where it is of vital importance. A new forging of improved design is also being used at the seat-post joint. One of the more interesting refinements in the new Eagle will be noted in a neat clip under the tank to hold the magneto wires away from the manifold and the cylinders. There is also a new mudguard fastener which employs a separate bolt and nut with a lock washer. This permits the mudguard to be swung around so that the rear wheel can be taken out without disconnecting the stays or taking the machine off the stand.



The New Eagle, Featured by Direct Chain Drive

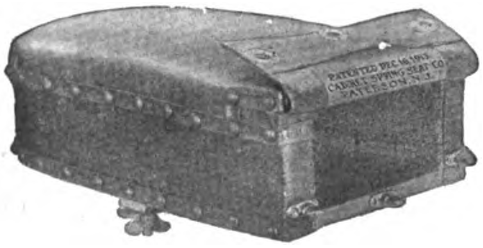
Owing to the fact that the service brake operates from the footboard and is applied direct to the clutch drum, the usual long connecting rod to the rear hub is eliminated and the mechanism is given a neater and more compact appearance. The 1914 Eagle is fitted with a new light piston which is being manufactured by the F. W. Spacke Machine Company, of Indianapolis. It weighs only eight ounces, yet owing to the uniform thickness of the casting wall it is amply strong for the work.

Complete control from the handlebars is a notable feature of the improved Eagle. This control system embodies the double uniform ball joint which eliminates all possibility of cramping when the controls are operated. The new machine carries an improved handlebar, which is longer, wider, and somewhat lower than the bars formerly fitted to the Eagle.

The Sterling company will confine its manufacturing operations to the Eagle, but will carry a full line of parts for the various M. M. models and be prepared to ship them promptly. It is stated that the company will also assemble on special order either the single or twin type of the M. M., but that no systematic effort will be made to obtain such business. The company feels that its time during the coming months will be well taken up in meeting the demand for the Eagle.

COMBINATION TANDEM AND CABINET

Motorcyclists who use, or contemplate using a tandem attachment will find the new combination spring-seat and cabinet, manufactured by the Cabinet Spring-Seat Company, 175 Market street, Paterson, N. J., of unusual interest. The combination tandem and cabinet is shaped and upholstered so as to provide maximum comfort-giving qualties. The upper section rests on a series of perfectly tensioned springs which are embedded in a one-inch solid wood support on both upper and lower sections. This construction prevents any side swing. Between the upper and lower sections is a compartment, as shown in the accompanying illustration.



With the passenger on the spring-seat there will be room enough in the compartment for extra inner tubes, tools and parts, the carrying of which will in no way interfere with the spring resiliency that is necessary for a soft and comfortable seat.

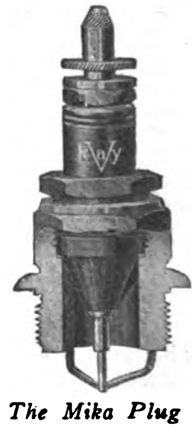
This combination is made in four sizes to fit any luggage carrier, and is easily attached by clamp, spring washers and wing nuts. It is furnished in red, blue, green, brown and gray colors, and retails for $4.75.

HENDEE HELPS F. A. M.

Secretary Gibson reports that the F. A. M. has availed itself of the offer made by the Hendee Manufacturing Company to send out envelopes containing Federation literature in the tool kits attached to all Indian machines. For this purpose Secretary Gibson has mailed to the Hendee company several thousand of the envelopes.

THE "MIKA" PLUG IN SECTION

The accompanying illustration gives a sectional view of the "Mika" spark plug, the latest product of the V-Ray Company, of Marshalltown, Iowa, which was described in the last issue. The Mika plug is credited with being impervious to oil, and owing to its special construction it is not affected by heat. Another attractive feature of the new Mika type is that the core is interchangeable with the mica-lava plug formerly made by the V-Ray folks. Literature telling just why the Mika plug is "different" will be forwarded upon request.



The Mika Plug

J. W. Long, of the J. W. Long Company, Bowling Green, Ohio, will handle the Harley-Davidson in Bowling Green.

RENOLD CHAINS ABROAD

A recent survey of the foreign motorcycle field showed that no less than thirty-eight of the leading makes abroad are fitting Renold chains, which are handled in this country exclusively by Peter A. Frasse & Co., 417 Canal street, New York. The machines which use full chain drive, with two chains to the countershaft, are as follows: Day, Edmund, Enfield, Motoreve, Motosacoche, Phelon & Moore, Quadrant and Scott. These mounts range from 2¾ to 9 horsepower.

Following are those which use chain drive with a countershaft gearbox or rear hub: A. J. S., Alldays, Bat, B. S. A., Bradbury, Champion, Chater-Lea, Clyno, Dot, Indian (English model), James, Lea & Francis, Matchless, Rex-Jap, Star, Sunbeam, Williamson and Wolfruna. These machines range in horsepower from 2¾ to 8.

In the third class are those which employ the combined chain and belt transmission, and range from 2¾ to 9 horsepower. They are as follows: Ariel, Bradbury, B. S. A., Cathorpe, Douglas, Hazelwood, Lincoln-Elk, Lloyd, New Hudson, Premier, Matchless and Sparbrook. The fact that the Renold chains have been found admirably adapted to all three classes, and that they have given uniformly satisfactory service through all the severe tests to which the English machines are subjected is a striking tribute to their stanchness and all-around dependability.

READY FOR BIG BUSINESS

"Goodyear is well squared away for the largest motorcycle tire business in its history," says S. A. Falor, manager of the motorcycle tire department of the Goodyear Tire & Rubber Company. "In the three years 1911, 1912 and 1913 this company made and sold 250,000 motorcycle tires, and in 1914 alone we will make and sell 190,000 tires. The growth of the Goodyear motorcycle tire department is practically the story of the growth of the motorcycle industry itself. There are a few new things about the Goodyear motorcycle tire for 1914. Our fabric has been so completely satisfactory that a blowout of a Goodyear motorcycle tire has been practically unknown.

"Always on the lookout for possibilities for improving our product, we have added 50 per cent. to the durability of the rubber of our tread stock. This seemingly unnecessary addition adds to the wearing margin of the tire, to compensate for the heavier loads motorcycles are carrying, and the rougher and more general usage the machines receive. The Goodyear motorcycle tire is a better product now than ever before—even in the days when they were first adopted in the making of world's motorcycle records for short and long distances. Our inner tube, too, is stronger and heavier than we have ever made it, so that we are more than keeping up with the changing conditions of motorcycle service."

TAKES R-S AGENCY

Reading-Standard motorcycles will hereafter be handled for Kings County, New York, by C. A. Winges, one of the pioneer Brooklyn bicycle and motorcycle dealers. Mr. Winges is located in his original premises at 1222 Bushwick avenue, and now owns the entire building in which his place is located. The contract was closed during the recent Sportsman's Show in Madison Square Garden and three machines were ordered at once.

A TIRE PRESERVER

Special attention is now being given to the motorcycle field by the Puncture Cure Sales Company, 12 Bridge street, Newark, N. J., manufacturers of "Kor-Ker" puncture cure. It is not a filler but simply a treatment solution injected by means of a "gun." An ordinary grease or oil gun will serve the purpose, but a gun manufactured especially for the purpose is recommended. The makers claim that the use of Kor-Ker adds 1,500 miles to the life of any tire. It is guaranteed to heal all punctures automatically.

VEEDER TRIP CYCLOMETER

Hartford, Conn.—The Veeder Manufacturing Company, of this city, announces that it is making a specialty of a motorcycle trip cyclometer, which is listed under the regular trade name of Veeder and sells for $3. The cyclometer mechanism is made stronger than that of the regular bicycle cyclometer, and is designed to withstand the hard usage incidental to the high speed of the motorcycle. A much stronger type of star wheel is supplied and an ingenious friction system is used which prevents the star wheel from spinning when the machine is traveling at high speed. The new bracket which is supplied with the Veeder motorcycle cyclometer is adjustable, and by a simple arrangement can be made to fit all makes of machines. Another feature is the striker furnished for use with the motorcycle cyclometer. It is easily attached to the spoke and a long stout clamp holds it in position firmly. The small pin which constitutes the striker itself is made as short as possible to permit of satisfactory action in the narrow space between the fork and the spokes.

Motorcycle riders of Sandusky, Ohio, recently organized the Diamond M. C.

POPE AFFAIRS ENCOURAGING

Hartford, Conn.—Colonel George Pope, as receiver of the Pope Manufacturing Company, continues to operate the business, which showed a slight falling off during January. On February 1 the receiver had $101,935.38, as against $106,091.7 on January 1. The sale of products for January amounted to $36,997.58, which shows a gain over the December sales. The receipts for the sale of tools for the month of January totalled $7,350.50. There was also a marked increase in the factory payroll for January over the previous month.

ROCHOW LOCATES IN ROCHESTER

Arthur Rochow, who joined the Excelsior traveling staff a short time ago, announces that he has decided to make his home in Rochester, N. Y. Arthur's new address is 387 Genesee street, Rochester, and friends who happen to be in that vicinity are invited to drop in. "The latch-string is always out," writes the former Metropolitanite, "and I don't want any of the boys to forget where I am located."

DOUBLES CONTRACT

When the snow was fourteen inches deep and still coming down, Carl A. Futterer, the Harley-Davidson dealer at Quincy, Ill., wrote to the Harley-Davidson Motor Company, Milwaukee, Wis., and requested that his contract for 1914 machines be doubled. Futterer has already sold three times as many machines as he sold last year.

THE CORRESPONDENCE PROBLEM

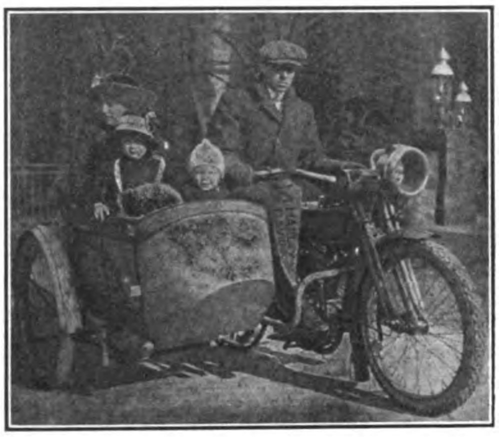
That there are problems to be contended with in the office departments as well as in the actual manufacture of motorcycles will be inferred from the accompanying photograph which shows the stenographers of the Harley-Davidson staff listening to a lecture on typewriting efficiency by H. Otis Blaisdell, an expert demonstrator. In a big plant the correspondence assumes startling proportions, and the photograph speaks volumes for the thoroughness with which the Harley-Davidson company labors to keep this department on the up-to-the-minute basis maintained elsewhere throughout the factory organization.

Harley-Davidson Stenographers Studying Typewriting Efficiency With an Expert. Item Above

MOTORCYCLES DEALERS SUPPLIES, ETC.

THE DAYTON IN BOONE

Boone, Iowa.—The O. & D. Motor Company, of this city, has contracted to sell the Dayton motorcycle in Boone and vicinity for 1914. The company has received its first shipment and reports that considerable interest has already been evinced in the big Dayton. The company is managed by a number of wide awake enthusiasts, and the Davis Sewing Machine Company is looking forward to big returns from the Iowa territory.



In the accompanying photograph appear Bert E. Heinz, of Baltimore, Md., Mrs. Heinz and two of the Heinz kiddies. Mr. Heinz is at the head of the Heinz Motor Company, which handles Harley-Davidson machines in Baltimore.

WINDOW DISPLAYS EFFECTIVE

Another advocate of the ribbon-and-tag idea used in connection with a motorcycle window display is E. Frank Winfield, Indian dealer in Grand Junction, Colo. Winfield, who has sold motorcycles for six years, says that attractive window displays, changed frequently, produce greater returns in actual sales than any other method of advertising he has used.

HOLOFCENER'S IMPROVEMENTS

In contemplation of a big 1914 business, Edward A. Holofcener, 426 North Gay street, Baltimore, Md., agent for the Yale, is making arrangements to build a new front in his store to permit of adequately displaying his motorcycle line. Extensive improvements will also be made on the interior.

JACKSONVILLE AGENT

Felix Lewin, traveling representative for the Henderson Motorcycle Company, Detroit, Mich., forwards the accompanying photograph, showing the headquarters of A. A. Stoddard, the newly appointed Henderson agent. Stoddard is located in Jacksonville, Fla., with headquarters at 705 Main street.

A VISITOR FROM WINNIPEG

Harry Thompson, of the Winnipeg Cycle & Motor Company, Winnipeg, Man., was among recent visitors at the plant of the Harley-Davidson Motor Company. Thompson expressed satisfaction over the motorcycle outlook in western Canada and especially in Manitoba. There are fifty-three Harley-Davidson machines in Winnipeg now, although the company has been represented there for only two seasons.

Thompson asks assistance, by the way, in locating a Harley-Davidson twin, No. 7773-E, which was purchased on the instalment plan by Edward Riley. The machine was equipped with Prest-O-Lite tank, P. & H. lamp and Corbin-Brown rear-drive speedometer. Riley's Manitoba license number was 772. He also held a Manitoba chauffeur's license, No. 1019. Riley was permitted to ride the machine to Minneapolis upon representation that his wife was there and that he intended to carry her back to Winnipeg on the motorcycle. Later all trace of him was lost.

Thompson states that most of the motorcycle sales in Winnipeg are made on the instalment basis, and that the instance cited above is the first in which his firm has sustained a loss.

CHANGE IN BUMILLER COMPANY

Cincinnati, Ohio.—From now on the business of the Bumiller-Remelin Company, of this city, will be conducted by the Herman Bumiller Company. M. E. Remelin, formerly secretary-treasurer of the company, is no longer identified with it, but otherwise the management will remain unchanged. Herman Bumiller, president of the old company, will continue to act as general manager, and in view of the fact that he has devoted twenty-one years to acquainting himself with the needs of the trade it goes without saying that he is perfectly at home in both the motorcycle and automobile fields.

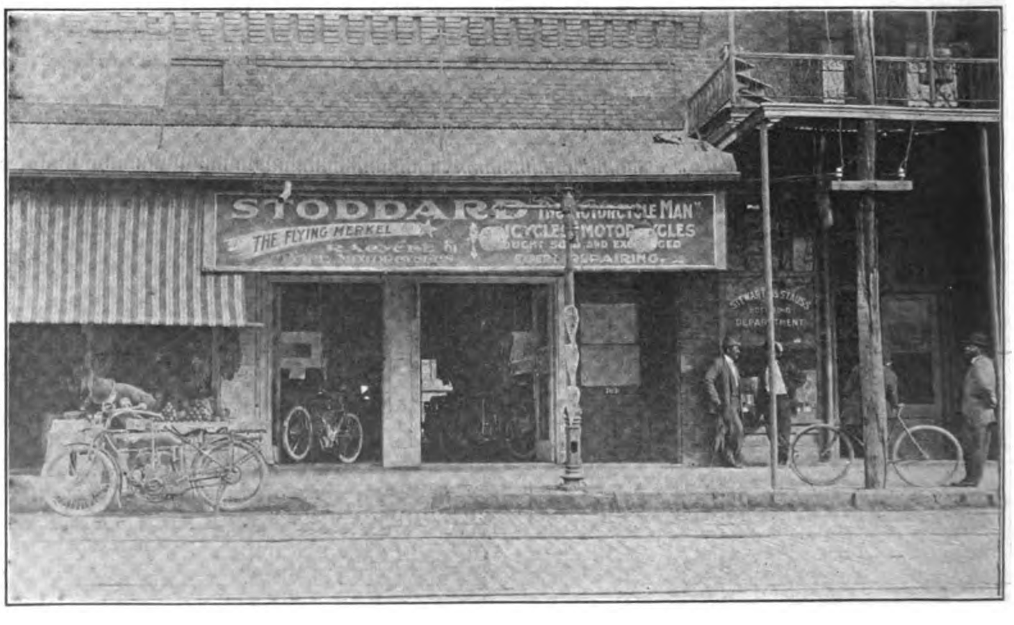
The Bumiller company carries a full line of Indian motorcycles, sidecars, delivery vans and accessories, in addition to bicycles and a large stock of general sporting goods. A feature of the Bumiller establishment is a thoroughly up-to-date repair shop. The company will continue the business at the old location, 432 Main street, where it has been since entering the field.

THE PITTSBURGH SHOW

Pittsburgh, Pa.—At the combined automobile and motorcycle show recently held in this city nine motorcycle dealers were represented, displaying in all twelve different makes of machines. The motorcycles were arranged in the balcony in connection with the accessories. The following dealers had machine exhibits: J. A. Johnson Company, Excelsior; E. W. Dean, Michaelson, Jefferson and Feilbach; Mid-Land Manufacturing Company, of Morgantown, W. Va., Crawford; Immel Brothers, Yale and Henderson; Harry L. Neff, Thor; The Motorcycle Exchange, Indian; J. T. Everwine, Emblem, and E. R. Durkee, Harley-Davidson.

WHERE SALES ARE BOOMING

St. Louis, Mo.—Figures gathered the middle of February showed that 222 of the 1914 model motorcycles had been sold in this city, and one or two dealers had not stated the number of machines they had disposed of. The sales



Picture of Jacksonville Henderson Agency, Forwarded by Lewin were distributed as follows: John Holman, a new agent, 15 Thors; Knight Mercantile Company, representing the Excelsior and Reading-Standard, 35 machines; John Hurck, 79 Indians; The Jefferson Motorcycle Company, sub-agent for the Indian, 10 machines; The Carondelet Motor & Cycle Company, which entered the field last fall and has a sub-agency for the Thor and Harley-Davidson, 7 machines. Jack Ellis, agent for the Feilbach and sub-agent for the Indian, did not give figures, but stated that business is encouraging. George Schmidt, of the Olive Motor & Cycle Company, reported having sold 56 Harley-Davidsons. Schmidt stated that there is also a wide demand for Harley-Davidson sidecars and motorcycle trucks. A number of the dealers have moved into larger quarters for the new season, while others have made improvements and extensions to their old stores.

TOUCHING THE HIGH SPOTS

To the Indian belongs the honor of sales representation in the highest city in the world —Sucre, Bolivia, South America. Situated on the Andes plateau, Sucre is 17,000 feet above sea level, and owing to the extreme rarity of the atmosphere the carbureters of all Indians shipped to that city will require special adjustment. At present there is only one motorcycle in the entire country, and that is owned by the newly-appointed Indian dealer.

CHARLES WITH UNISS

George S. Uniss, the motorcycle and sporting goods dealer, of 117 Court street, Brooklyn, N. Y., announces that Percy Charles, a prominent Brooklyn rider, will be in charge of his motorcycle department from now on. Uniss has contracted for fifty of the 1914 model Popes, but states that sales are now being made at a rate that seems to indicate a call for about 100 machines. He states that the lightweight Pope is attracting considerable attention among the lady riders of Brooklyn.

ASHELMAN IS NEW MANAGER

Columbus, Ohio.—Another change has been made in the management of the Franklin Cycle & Supply Company, of 142 East Gay street, this city, Walter Ashelman having been chosen to succeed Roy E. Merrell as manager. Ashelman formerly conducted the Southern Cycle & Supply Company, on Parsons avenue, and was previously connected with the Franklin company. The Franklin folks distribute the Excelsior.

LIPPOW SHOWS THE MERKEL

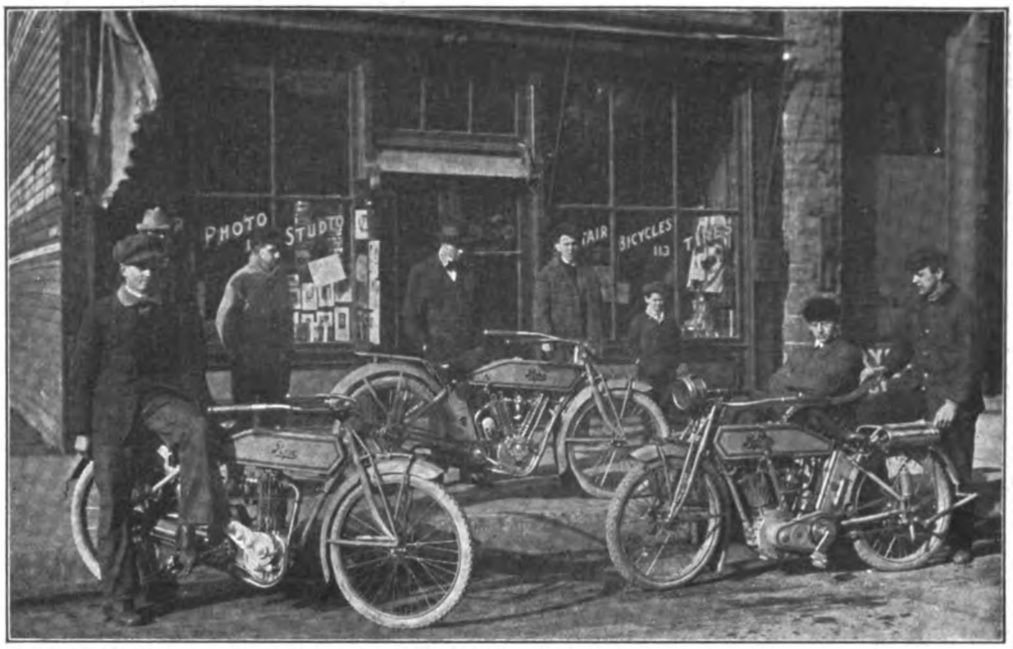
Flying Merkel motorcycles were exhibited in connection with the Wisconsin Hardware Retail Association Show recently held in Milwaukee. The Merkel line was displayed by the Lippow Motorcycle Company, agents for the Middletown product, and assisting Mr. Lippow at the booth was W. M. Sheets, Central District manager of the Miami Cycle & Manufacturing Company.

BIG TWINS IN DEMAND

High-powered machines are greatly in demand on the Pacific Coast, and A. Freed, distributor for the Thor, with headquarters in San Francisco, states that he could sell 300 of the 9 h. p. models if he could obtain them at once.

BLAYLOCK ON SMITH STAFF

C. L. Smith, distributor for the Pope in Southern California, with headquarters in Los Angeles, reports a valuable acquisition to his selling force in the person of Gal Blaylock, erstwhile president of the Los Angeles M. C., a former county motorcycle officer and until recently the proprietor of a motorcycle garage.



Where the Pope Line Is Handled in Mitchell, South Dakota. Item Below

DAYTON DISTRIBUTOR

R. H. Brown, of Tacoma, Wash., has been appointed state distributor for the Dayton motorcycle. Seattle and Spokane will not be included in his territory, however, as the Davis Sewing Machine Company has direct contracts with dealers in those cities.

NEW TRENTON AGENCY

Victor Brunzell, Eastern representative for the Reading-Standard Company, reports a new R.-S. agency at Trenton, which will be handled by Saul & Butterfoss, 211 North Broad street.

F. H. Camplejohn, of Jacksonville, Fla., and His Latest Mount. "Camp" Is a Popular Speedster and Trade Booster

THE MITCHELL POPE DEALER

Pope motorcycles are handled in Mitchell, S. D., and surrounding territory by L. E. Stair, of 113 South Main street, who forwards the photograph of his establishment, which is reproduced herewith. Stair writes that there has not been much snow in his district this winter and that motorcyclists have ridden their machines practically without interruption.

LARGER DAYTON QUARTERS

Portland, Ore.—The Dayton Cycle Company, of this city, distributor for the Dayton motorcycle in Oregon, has been forced to move into more commodious quarters in order to handle its rapidly increasing motorcycle business.

NEW AGENCY AT SHEBOYGAN

A new motorcycle agency has been opened in Sheboygan, Wis., by the Simon-Watzl Company, whose store is at 1109 North Eighth street. The company will sell the Harley-Davidson, its territory including Sheboygan, Ozaukee, Door and Kewaunee counties.

WHERE TO FIND GLIESMAN

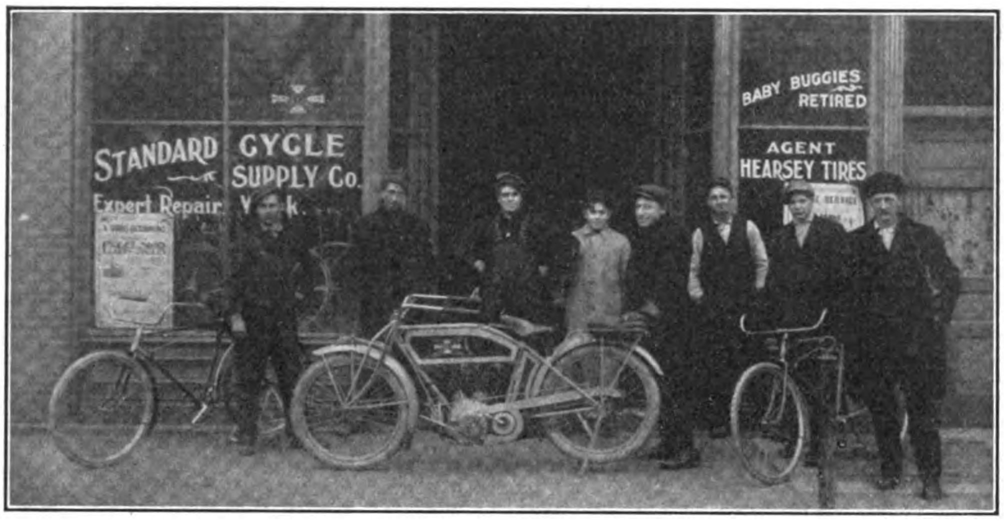
In a recent announcement of the change of address of the New York Motorcycle Company, Inc., New York City, to 1777 Broadway, the location of the company's garage was incorrectly given as 318 West Forty-ninth street. The garage is at 318 West Forty-eighth street. H. A. Gliesman, president and treasurer of the company, calls attention to the fact that the company carries a large stock of parts for all makes of coaster brakes.

A. L. Hall, formerly agent for the Dayton and Reading-Standard machines in Seattle, Wash., has decided to devote his entire time in future to the Dayton.

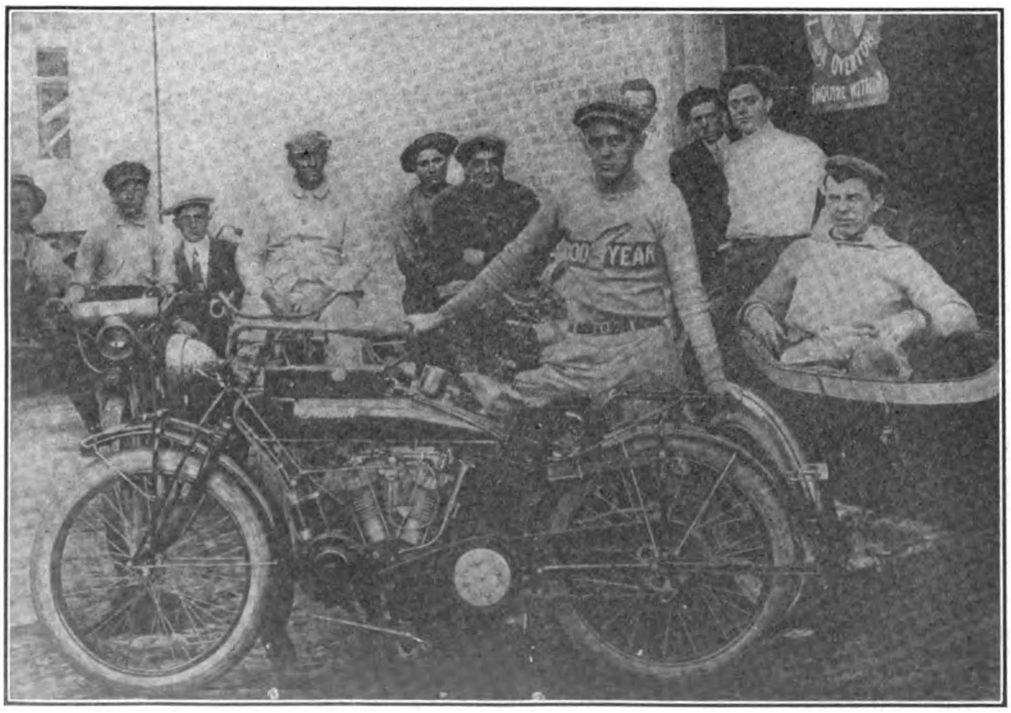
An Excelsior agency has been placed with F. C. Scott, of 55 East Main street, Tiffin, Ohio. Scott also handles an extensive line of bicycles and supplies.

NG TACKLE
AUTO ACCESSORIES
Hupmobile
BECKWITH-WILSON CO.

B. R. Manciani, Henderson Agent in Tampa, Fla., Testing His New Demonstrator



Headquarters of John Ridder, New Excelsior Agent in Quincy, Ill.



As the result of a recent street demonstration of the electrically equipped Indian at Gulfport, Miss., three sales were made and several prospects were lined up. During the demonstration the outfit attracted a large crowd. The demonstration appears in the photo above

KANSAS CITY VIEWS THE NEW MODELS

Owing to Lack of Space at Annual Motor Show Only One Motorcycle Dealer Obtained Space, but Other Agents Conducted Special and Attractive Exhibits at Their Show Rooms.

KANSAS CITY, MO.—So great was the demand for space and so large the attendance at the motor show which closed in this city February 21 that the trade boosters in this section have already decided that the Convention Hall has held the annual show for the last time. At this early date plans are under way for erecting a temporary building to be used for the exhibits in future years. After the show the building will be torn down.

This year's Kansas City show is considered by many to have been the third largest in the country. Many applicants for space were turned away, among whom were all except one of the motorcycle dealers.

Harley-Davidson Exhibit

The Murray Motorcycle Company was fortunate in having made its application for space in time. At its booth were shown four models of the Harley-Davidson line. The "5-35" was displayed in both the belt and chain-drive types, the latter having the two-speed gear. The regular model twin and the two-speed twin completed the line. Limited space made it impossible to show the sidecar, so the company conducted a separate exhibit at its headquarters, 1509 Grand avenue.

The other dealers of the city, who were unable to obtain space at the show, held "open house" at their headquarters during the week, and the various lines were all attractively exhibited. The enthusiasts of Kansas City and vicinity availed themselves of the opportunity to inspect all the new models, and there was no end of enthusiasm.

Many of the accessory dealers at the show had products of interest to motorcycle owners, and among those who had special lines for the motor two-wheeler were The H. W. Johns-Manville Company, the Kansas City Battery Company, representing the Vesta Accumulator Company; Havoline Oil Company, the Purified Petroleum Products Company, the S. & A. Manufacturing Company, Quixtet wrench; Hans Motor Equipment Company, the Hans tire gauge; Weiss-Bosley Company, V-Ray spark plugs and the Witherbee storage cell.

WILL HANDLE MOTORCYCLES ONLY

Columbus, Ohio.—The C. E. Barr Motorcycle Company, 136 East Gay street, this city, has relinquished the agency for the Franklin automobile and will henceforth devote its entire time to selling Indian motorcycles, for which it is distributor in Central Ohio.

HENDERSON FIRE DEPARTMENT

Hiram G. Baxter, 172 Washington street, Providence, R. I., reports the sale of a Henderson motorcycle to the Providence fire department. Baxter already has orders on hand for 35 machines and has delivered ten Excelsiors and three Hendersons.

ATLANTA'S FIRST GRIND IN SERIES

Endurance Riders Contend with Frozen Roads Which Later Turn to Slush in 100-Mile Run —Nine of Twenty-six Starters Finish and Two Receive Perfect Scores.

ATLANTA, GA.—A variety of warm and exceedingly cold spells which preceded the first endurance run of the season of the Atlanta motorcyclists left the roads in frightful condition. Although only a 100-mile event, it was one of the toughest ever participated in by the Georgia riders and only nine of the twenty-six entrants finished. The start was made at 8 a. m., the riders checking out in squads of five at two-minute intervals. The day before the run the roads had thawed, but during the night had frozen again, leaving deep ruts. It was almost impossible to maintain the scheduled speed of 25 miles an hour. By the time Hampton, the first checking station, was reached the road had begun to thaw again, and from that point on it was nothing but slush and mud. In places it was so deep that the machines could be left standing in it without falling, and few of the riders got through without dismounting and letting the motor pull the machine out of ditches.

Of the nine riders who finished two were awarded perfect scores, C. H. Hudson, Thor, and "Red" Parrish, Harley-Davidson. They tossed for first prize, which went to Parrish, Hudson thus taking second. The other finishers lined up in the following order: J. Aikens, Harley-Davidson, 995 points; Nemo Lancaster, Pope, 990; Luther Ewing, Harley-Davidson, 985; Walter Bedinger, Indian, 980; Harry Williams, Indian, 970; Burt Miller, Harley-Davidson, 950; "Buss" Walker, Excelsior, 930.

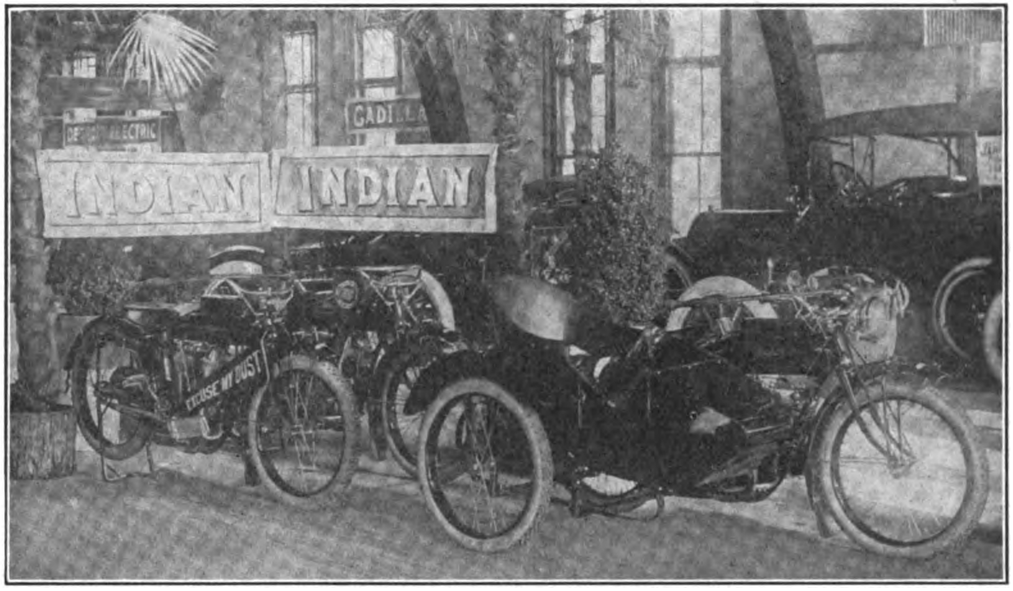
The line-up of starters was as follows: C. H. Hudson, Thor; W. M. Cook Thor; R. B. Parrish, Harley-Davidson; W. S. Stoufer, Excelsior; Luther Ewing, Harley-Davidson; Geo. Murphy, Excelsior; L. S. Livingston, Excelsior; Jack Folsom, Indian; Jim Oliver, Harley-Davidson; Shorty Adams, Harley-Davidson; George Nix, Thor; L. S. Crane, Pope; Walter Bedinger, Indian; Russell Courson, Indian; Forrest Kerlin, Indian; Nemo Lancaster, Pope; Buss Walker, Excelsior; Hal Gilbert, Pope; O. M. Willis, Indian; Jacob Storz, Thor; Barry Cohen, Indian; Ed Sigman, Harley-Davidson; Harry Williams, Indian; Walter Grant, Indian; William Manning, Thor; J. D. Aikens, Harley-Davidson.

This was the first of a series of three runs, the second of which will be held on Sunday, March 15. The rider with the highest average for the three runs will be awarded a gold medal in the form of a watch fob. One entry fee covers the three runs.

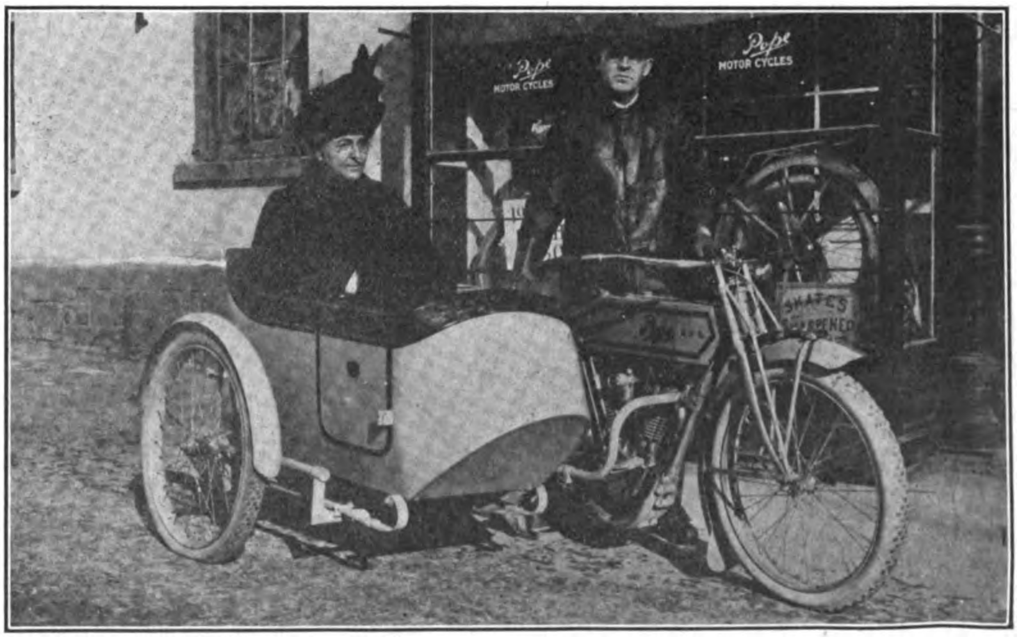
ANOTHER UNJUST DECISION

If an effort is made to act upon the opinion rendered by City Solicitor Scarlet, of Columbus, Ohio, which contends that the city still has the right to collect license fees for registering motorcycles, thus subjecting the motorcyclists to both State and local licenses, the riders of Columbus will launch a State-wide fight. They are already preparing to bring the matter before the courts.

How the Members of the Recently Organized Burlington County (N. J.) M. C. Lined Up in Mt. Holly Preparatory to a Recent Sociability Run



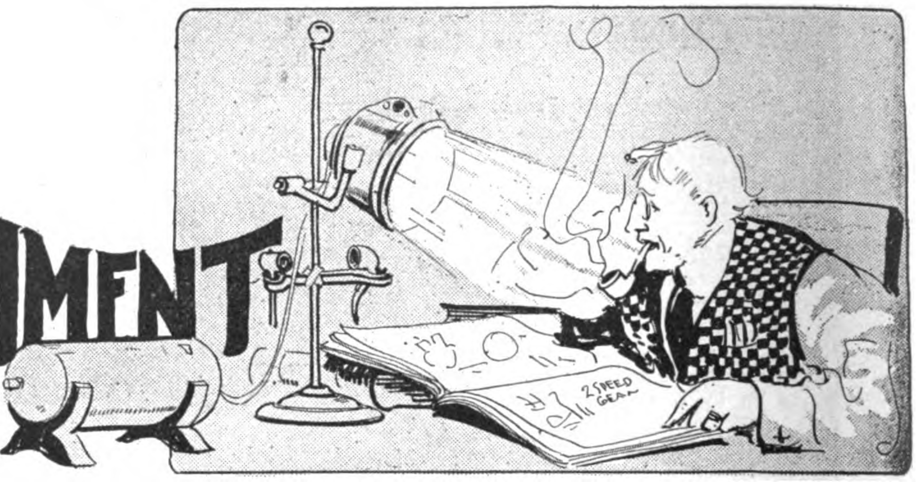
O. Martin Olson, proprietor of the Marinette Bicycle Works, of Marinette, Wis., forwards the accompanying photograph showing the tastily arranged Indian display at the recent Marinette Automobile Show. Olson is a full-fledged bicycle dealer, having been engaged in the business since 1895, but has handled motorcycles since last year only.



The accompanying photograph shows R. R. Horton, a sidecar enthusiast of Albany, N. Y., and Mrs. Horton. It comes from F. W. Anderson, familiarly known as "Pop," who handles the Pope products in Albany. Horton is one of Anderson's most enthusiastic patrons and has done a great deal to boost the cause of the sidecar in and about Albany. He states that his Pope has been equal to all the demands made upon it.

KINKS & KOMMENT

by "COURIER"



On a recent clear week-end Courier took his semi-monthly run to Philadelphia, and, as usual, encountered on the way a rider who was in trouble. The first intimation of the trouble, as far as the rider was concerned, was when a change-down had to be made at railroad crossing, the machine being a dog-clutch, two-speeder with a heavy sidecar attached. Well, the rider operated his clutch lever and made the change, but the clutch didn't disengage, and you can imagine the clatter that ensued. At last the rider forced the dogs home and as Courier came up he started over the tracks, the gate having been lifted, then he attempted to get into high gear—with more grating and clatter—but failed, as the clutch collar was broken.

Fearing that he would lay himself up entirely by trying to force the dogs in mesh and thus strip his sideshaft gears, I went back to him and heard the tale of woe. When I asked him about his valve-lifter, he said he had never heard of its being used as a free-engine device when changing gears, so I had to demonstrate. As the lifter on his make of machine is operated by twisting a grip through nearly a complete revolution of the wrist, and as the spark is attached to the same grip, it can be imagined how simple it was (not) to lift the valves, shift gears and drop the valves again, without stalling the motor. He got the hang of it in a short time and went on his way, but he admitted that on my mount, with a separately-operated lifter, it would be a much easier job.

Using the Valve-Lifter

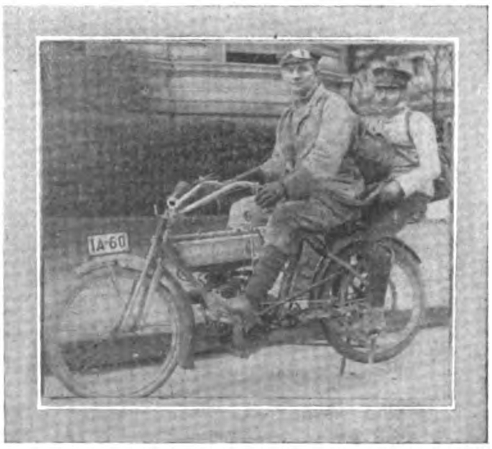
I don't know whether any of the readers of this magazine are hankering for speedy little imported machines, but if they are, and think of purchasing, it would be well to bear this in mind: A European two-speed machine does not have a clutch fitted unless it is so stated in the specifications. If it is to be used for speed work some makers do not fit pedals, starter or clutch, especially if the motor is less than 6 horsepower. With the exception of the Indian, Scott and one or two other entrants, all the 1913 Tourist Trophy machines fitted with countershaft two-speeds used the valve lifter when changing, as no clutches were fitted. Even though the lifter is not as good as a clutch, it would be well for every rider of a two-speeder to be able to use it in case of an emergency.

Where the Sidecar Scores

While going to a hill-climb some eighty miles out of the city a short time ago, the nature of the road in one spot gave me a demonstration of the superiority of the sidecar combination as a passenger-carrier. The spot was at the foot of a double hill; it lay in a deep valley with a 32 per cent. grade on one side and a 43 per cent. grade on the other and got the benefit of all drainage as a result. There was about eight inches of slime at the bottom. Every solo rider and all but one tandem outfit went down, and the riders were sights for the gods when they arose. The six sidecars that passed during the hour that Courier and his passenger waited there, all went through flying and with only one slither among them. So the sidecar scores in stability and cleanliness in this part of the country, at least. It may be interesting to add that this slough is on a State road and is the main automobile route between two important towns, being listed in the Blue Books and on the maps. To dodge the slimy section, a twelve mile detour over vile roads is necessary, so most riders go through and risk taking the flop as part of the day's program.

Advice on Rear Lighting

With darkness falling early these days, the questions of rear lights comes up again, especially in places where it is not compulsory to use them. Courier believes most riders wish to avoid accidents, but several times recently he has come almost on top of riders who had no light in the rear to mark their position on the road. When you are using a pair of 800 candlepower acetylne lamps on the sidecar, such an object as a motorcyclist and his mount shows up quickly, but not as you come around a corner and it is in such spots that lightless vehicles are usually encountered. It ought to be unnecessary to state that a rear light can be piped to the gas tank or generator, and that the market affords many good little tail-lights, but it seems that a little reminder is required from time to time. Besides most riders wait before lighting up until it is black as Egypt, and in this connection be it said that as soon as twilight falls it is time to light up—front and rear. The chances of being run into by careless road-users and of being hauled up for riding without a light, are thus reduced to the minimum. An hour after sunset or the beginning of the twilight is officially the time to light up in many parts of the country, and it is best to be on the safe side everywhere.



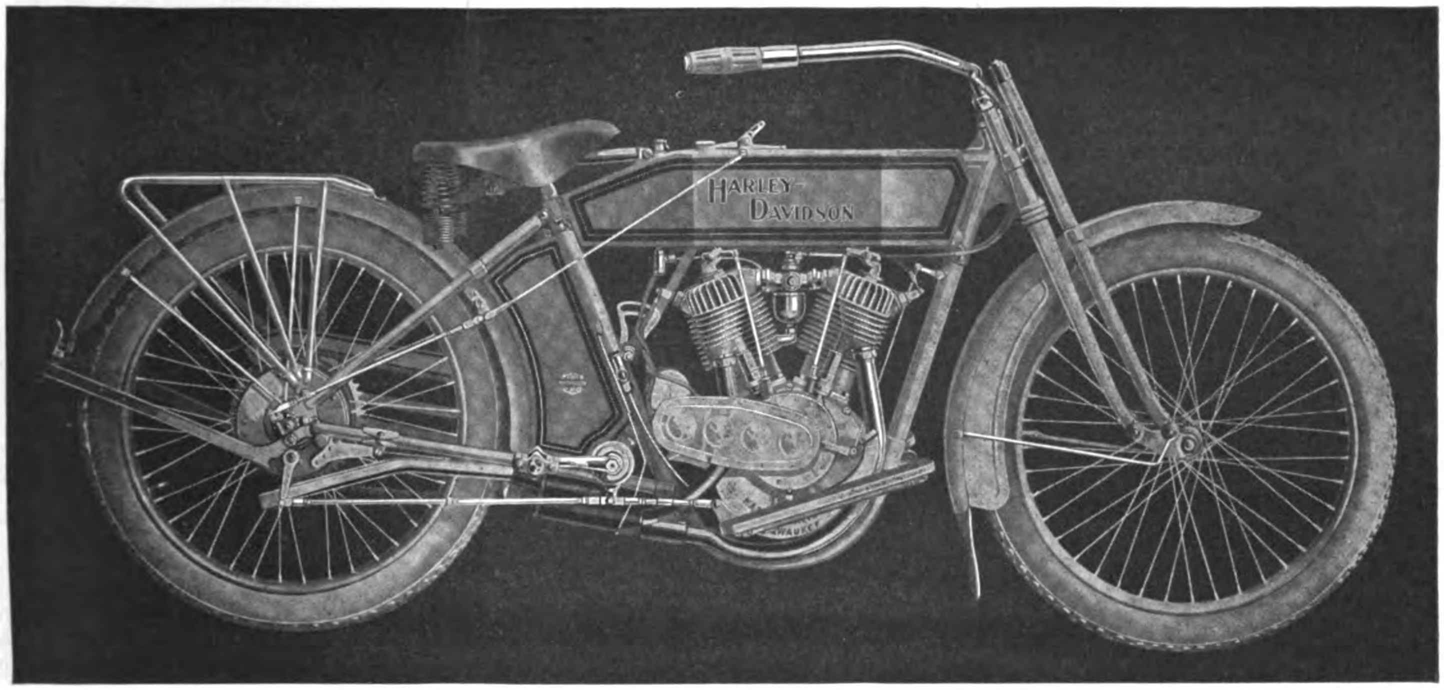
The Above Photo Comes from Berlin and Shows a Typical German Tandem Outfit

A Footwear Wrinkle

While buying naphtha (I almost said gasoline, but it wasn't), recently at a garage in a small town, the foot-gear of a rider attracted my attention. It was a rather cold day, and he was pretty well wrapped up from head to foot. He wore spiral puttees of woolen cloth and what looked like a pair of moccasins with leather soles. On my asking him what they were he said that such foot-coverings were used in the woods for hunting and were worn considerably by people whose feet were too tender for regular moccasins. The soles were of regular sole leather and the uppers of moosehide and he had a pair of thick woolen socks next the moccasins. He said that he had been riding bicycles and motorcycles since the time of the Spanish War and had been using this style of shoe for five years. It was warmer and more comfortable than leather and there was little chance of getting stone bruises. While footgear such as he had would tot up the neighborhood of $12, the idea of the shoe with soft uppers and the outer pair of socks is worth looking into for riders who suffer with chilly feet.

Removing Carbon Deposits

If the cylinder-head of your motor is removable, any carbon deposit can be cleared away by scraping with a screwdriver or scraper, after the head has been taken off. If not, much of the carbon usually can be reached through the valve chamber, but a good chemical carbon-remover should be employed in cleansing the cylinders. This is generally a liquid which is poured into the combustion chamber and left there for an hour or two, during which period it combined with the carbon and loosens it so that it can be sent out of the exhaust when the motor is operated. If the rider has plenty of time the carbon can be cut by injecting kerosene in default of a liquid remover.



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Of the total production of 20,000 1914 Harley-Davidsons, 12,000 will be two-speed models.

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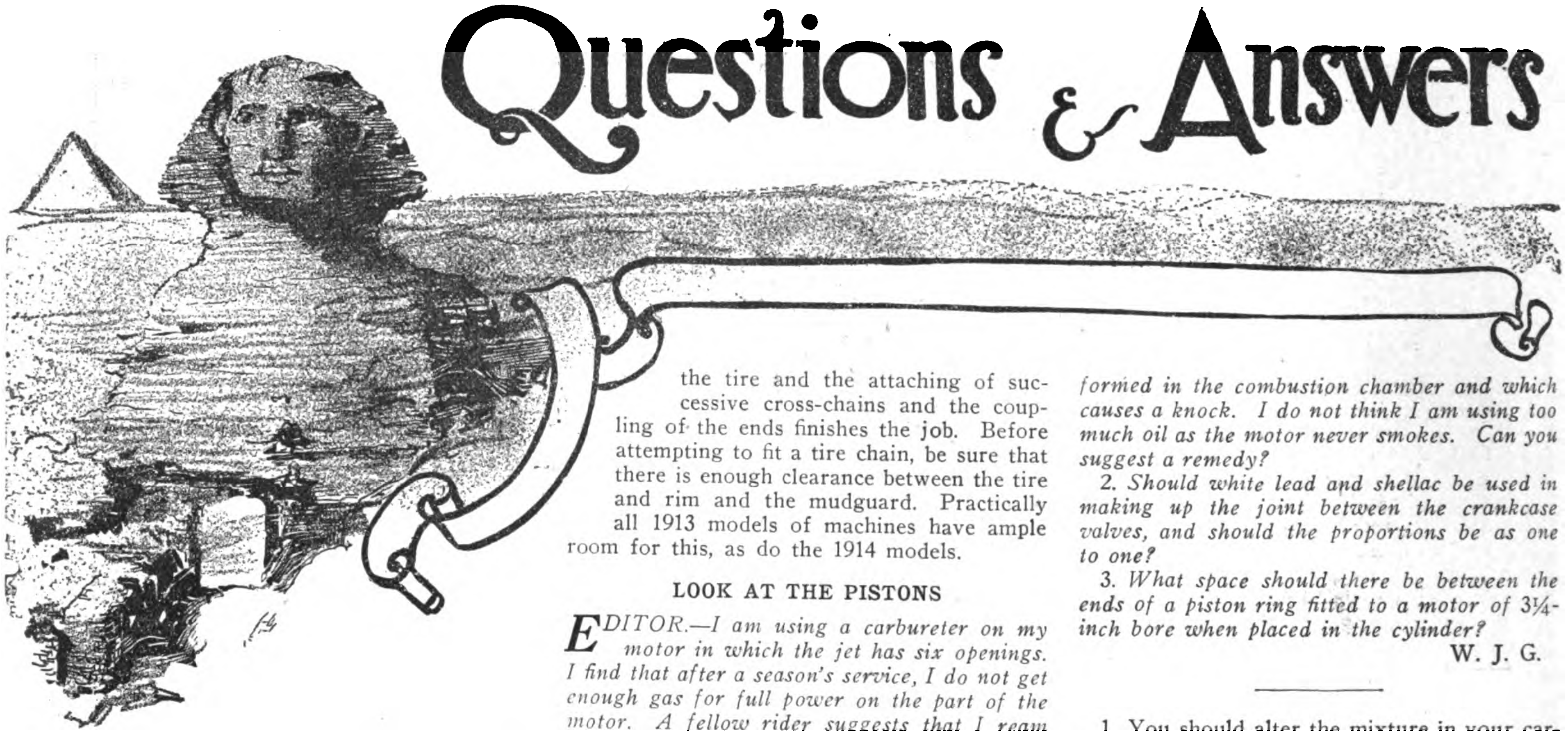
Questions & Answers



DOES NOT DELIVER PROPER MIXTURE

To settle a dispute between a friend and myself, will you inform me if a carbureter fitted with an automatic auxiliary air valve will furnish a correct mixture to both cylinders of a twin, when one cylinder is weaker than the other? Also, are motorcycles allowed in the Yosemite Valley?

Camino, Cal. E. G. REESE.

No, if one cylinder is weaker than the other it is not usually getting the proper mixture. The point is a nice one, inasmuch as the carbureter may actually deliver the proper mixture to the inlet pipe, but when the mixture gets to the faulty cylinder it may not be of the proper quality, due to air-leaks, poorly-fitting inlet valve, etc. Of course, if the weakness of the cylinder is due to causes other than those mentioned above, the carbureter might give the proper mixture to both cylinders. We are assuming that the trouble which causes the weakness of the cylinder is located between the carbureter and the combustion chamber. Not only will that type of carbureter not give a proper mixture to both cylinders, but no other type of carbureter will do it. Motorcycles are not at present allowed in the Yosemite Valley.

FITTING TIRE CHAINS

Editor.—I have often seen tire chains advertised as good for riding in mud or on slippery roads, but none of the riders in this district seem to have used them. Are they of advantage for use in snow and are they easy to put in place?

GEORGE HANDY.

Orwigsburg, Pa.

Tire chains are of great advantage in snow riding as well as in mud and tend to prevent side-slip as well as to assist traction. In snow, for example, the cross-chains grip where a tire might simply cut a groove for itself. An excellent method of applying a chain is to lay it down back of the wheel and first attach the first cross-chain as per the directions accompanying. On revolving the wheel forward, the tire chain automatically goes into place on the tire and the attaching of successive cross-chains and the coupling of the ends finishes the job. Before attempting to fit a tire chain, be sure that there is enough clearance between the tire and rim and the mudguard. Practically all 1913 models of machines have ample room for this, as do the 1914 models.

LOOK AT THE PISTONS

Editor.—I am using a carbureter on my motor in which the jet has six openings. I find that after a season's service, I do not get enough gas for full power on the part of the motor. A fellow rider suggests that I ream out the openings and thus get more power. Would you advise this?

FRED. EUSTIS.

Richmond, N Y.

We suggest that you first see that the pistons fit properly in the cylinders before making any changes in the jet openings. Loose-fitting pistons cause a loss of power, which many riders blame the carbureter for. If the rings are worn, have new ones put in. Note that there are no leaks between the carbureter and the valve-chamber, examining the joints between the manifold or inlet pipe and the valve domes and also those where the domes seat in the valve chamber. While the motor is dismounted, give it a thorough cleaning and after assembling it again, try it out. We think that you will find it working all right and no change need be made in the jet openings.

THREE-INCH TIRES

Editor.—I have a 5 h. machine fitted with 2¼-inch tires and am thinking of fitting it with 3-inch tires for the new season. Will these larger tires fit on the rims and what advantage, if any, will there be in using them?

RUSSELL CORNWALL.

Ilion, N. Y.

Three-inch tires will fit on the 2¼-inch rims, although the operation of taking them off and putting them on will be more difficult than with the smaller size of tire. Among the advantages gained by using a larger tire are: more resiliency as the air-cushion formed by the tire is greater and more protection against puncture as the casing is usually thicker than a 2¼-inch casing. As an offset to this, there will be a slight increase in the cost of both casings and inner tubes.

CHANGING THE MIXTURE

My machine is a 1912 single model, with hand-controlled carbureter and does not pull well on hills. Is this due to the flywheel being too small or to the carbureter? I have to take the motor down every 300 to 500 miles to clean the cylinder of a ring of carbon formed in the combustion chamber and which causes a knock. I do not think I am using too much oil as the motor never smokes. Can you suggest a remedy?

2. Should white lead and shellac be used in making up the joint between the crankcase valves, and should the proportions be as one to one?

3. What space should there be between the ends of a piston ring fitted to a motor of 3¼-inch bore when placed in the cylinder?

W. J. G.

1. You should alter the mixture in your carbureter, as you are now getting what is known as a "flabby" mixture. This accounts for the carbon deposit in the cylinder and the knocking as a result of the presence of the carbon. A flabby mixture is one in which the proportions of air and gas are such that considerable power is obtained, but in which too much gasoline is burnt during each explosion. Only a small proportion of this mixed gas and air is actually used for power, the remainder being burned uselessly and deposited as carbon in the cylinder. The remedy is simple: when running, keep the throttle closed to such a point as will give the desired speed, and at the same time use all the air that the motor will take. In other words, give more air than you do now when you are running. You will find that the motor will run better and the carbon deposit will be greatly reduced if you follow these directions. Do not hesitate to move the air lever to give more air at any time, but should the power fall off, reduce the air slightly. Remember that the wire controls to the air lever occasionally stretch and change the position of the air slide in the carbureter, so you should correct the setting at intervals.

2. Use about 3 parts of white lead to 2 parts of shellac for making the crankcase joint tight.

3. The space between the ends of the ring should be less than 1-16 of an inch to prevent leakage. The closer they are, without touching, the better they will fit in the cylinder.

THE EIGHT-CYLINDER CURTISS

Please give a description of the Curtiss eight-cylinder, 40 horsepower "freak" machine which was ridden at Ormond, Fla., in 1907.

2. Give the address of the makers of the Rudge Multi motorcycle.

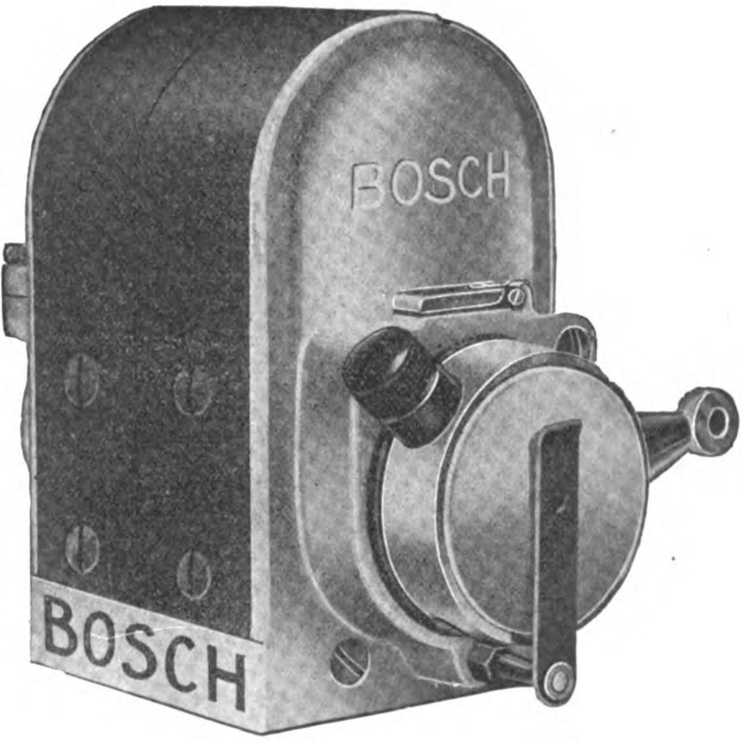
Acton, Cal. PHILIP G. BUDD.

1. We regret that we cannot give you such a description as you desire. As far as we know, the cylinders were of the same dimensions as those of the Curtiss motorcycle motor of 1907, 3¼-inch bore and stroke, with

(Continued on page 44.)

Bosch-Equipt

In 1914



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You know the importance of your ignition system. So do the manufacturers of your mount. Most manufacturers use Bosch. It costs them more but they want you satisfied.

Correspondence Invited

Bosch Magneto Co.
206 West 46th Street New York

(*Continued from page 42.*)

automatic inlet valves. The cylinders were arranged in V form, each pair being 90 degrees apart. The frame was special, of course, and the working parts very much lightened.

2. The Rudge Multi motorcycle is made by Rudge-Whitworth, Limited, Coventry, England. It is a special type with expanding pulley transmission. The Rudge motorcycles are made also in clutch and racing models and are either of 3½ or 5 horsepower.

CALCULATING GEAR RATIO

PLEASE explain how to calculate gear ratio, and the relation of the sprockets in such a calculation when used on a double chain drive. J. H. D.

Newark, N. J.

In calculating a gear ratio for the double chain drive, such as is fitted to Excelsior, Indian and Pope motorcycles, for instance, the number of teeth in each sprocket are first found. Take the number of teeth on the engine-shaft sprocket and multiply this number by the number of teeth on the sprocket on the inside of the countershaft. Now take the teeth on the clutch body (or outer side of the countershaft), and multiply this number by the number of teeth on the rear wheel sprocket. You have now two results, the product of the engine and inside countershaft sprocket teeth, and the product of the teeth of the other two sprockets. Divide the first by the second and you will get the gear ratio.

Example: engine sprocket, 14 teeth; clutch sprocket, 28 teeth; inside countershaft sprocket, 20 teeth; rear wheel sprocket, 40 teeth. Then, 14 times 20 equals 280, and 28 times 40 equals 1,120. Divide 280 by 1,120 and get ¼ or 4.1 gear ratio.

REGARDING SPARK PLUGS, ETC.

PLEASE answer the following in your Questions and Answers Department:

1. *Will every spark plug burn a hole through a post card if the current passes properly, whether the current be derived from a battery or from a magneto?*

2. *How can I wire a battery machine to give the best results, if the machine runs well on the stand, but not so well on the road?*

3. *Will a bearing on the drive side which is a little loose keep a motor from pulling?*

4. *In changing from flat belt to V-belt do you use the same size of motor pulley, and will a V-belt pull without slipping? Should lagging be used with this form of belt?*

5. *How far from the top of the cylinder should the piston be when the spark occurs?*

Quincy, Ill. R. J. MARSH.

1. A good high-tension current such as is supplied by a magneto or a battery system in fine condition will puncture a post card when passing between the points of a spark plug. A weak battery will give current that may not burn the card.

2. Take the cables from the coil to each plug as usual. There is no need of changing any connections, but you must be sure that the dry cells and coil are in good condition. If they are not, the motor will run with only the load of the rear wheel on it, but when put on the road the current will be too weak for proper sparking. Test out your cells, seeing that they give 1½ volts each. See the *Motorcycle Manual.*

3. A loose bearing on the drive side of the motor will not prevent the motor from pulling, but it should be attended to at once, for it cuts down the power and may be broken. In the latter case, the motor may be put out of business temporarily.

4. In changing to a V-belt drive the same diameter of motor pulley can be used as was fitted for the flat belt. The sides of the V pulley are 28 degrees with each other, and no lagging is needed. Indeed, it is rather difficult to say where lagging could be put on a V pulley. A V-belt will not slip unless subjected to sudden shock, as when the clutch is "slammed" in.

5. We cannot answer you directly. The explosion must occur at the instant that the piston passes the upper dead center. It takes a certain length of time for the spark to ignite the charge of gas and air, and the faster the motor runs the earlier must the spark be passed to enable it to cause the charge to explode at the proper instant. So you see that your question must be answered differently for every speed of the motor. Thus, if the time taken by the charge to ignite (measured from the instant that the spark is passed to that at which the explosion occurs) is 1/500 of a second, and the compression stroke takes 1/50 of a second, the spark must be passed when the piston has reached a point equal to 9/10 of its stroke. This in a 4-inch motor would be when the piston has traveled up 3.6 inches, or the spark would be passed when the piston was 0.4 of an inch from the top dead center. If you increase or decrease the speed of the motor the position of the piston will, of course, be different.

AUTOMATIC LUBRICATION

KINDLY explain what system of lubrication my motor has. The oil feeds to the crankcase through a sight-feed glass and is splashed about by the cranks. The agent who sold me the machine said that it had an automatic-mechanical system of oiling, but I do not see how he figures that.

Pittsburgh, Pa. HENRY CHILDERS.

All mechanical lubrication is automatic in a certain sense, in that as long as the pump works the oil is circulated automatically; *i. e.*, without assistance on the part of the rider. But to say that a sigh-feed is mechanical is somewhat of a mistake, as the oil passes through it by the force of gravitation and the flow is therefore automatic. The splash oiling of the motor is also automatic, in that no mechanism outside the connecting-rod, crank and other essential parts of the motor is used. Your whole system is automatic, but not mechanical.

VARIETY OF QUERIES

CAN you give me the name of the makers of the "T. Y. P." motorcycle?

2. *Where can I get a book on motorcycle racing regulations?*

3. *Can you give me the names of makers of handlebar mirrors for motorcycles, and are they desirable?*

4. *What can you tell me about regulations concerning the deaf in racing?*

5. *Where do Marty Graves and Charles Balke live?* ROBERT G. MCCONNELL.

Edgewood Park, Pa.

1. The initials "T. Y. P." refer to "The Yellow Pup," a special motorcycle having a Flying Merkel motor in it. The frame was rebuilt for racing and had a large tank. You cannot buy a duplicate, we think, but suggest that you communicate with the Miami Cycle & Mfg. Co., Middletown, Ohio, if you desire to have one constructed.

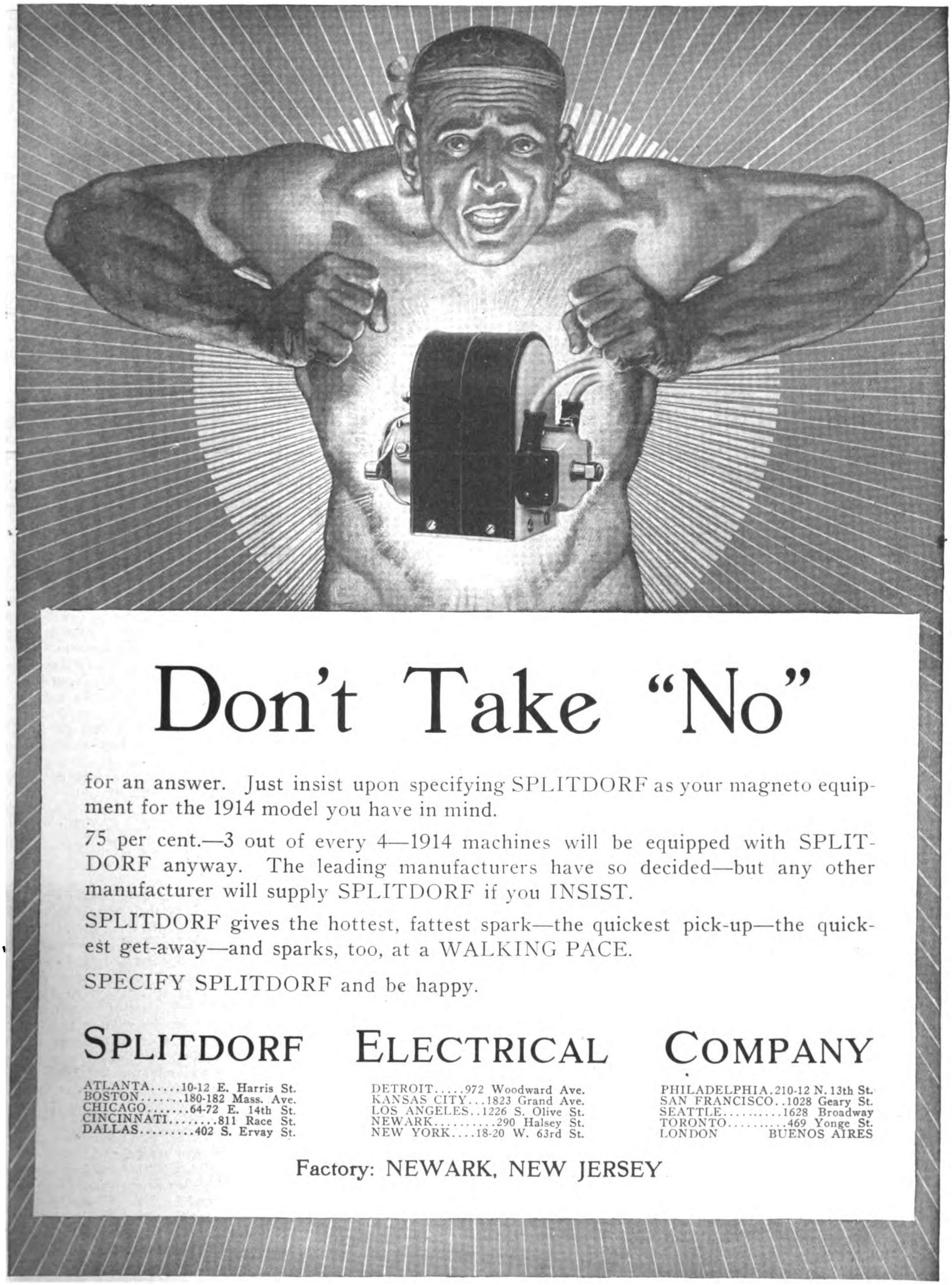
2. For a book on racing regulations, address Chairman J. L. Donovan, of the F. A. M. Competition Committee, 819 Ashland Block. Chicago, Ill.

3. Handlebar mirrors are excellent fitments, enabling a rider to see what is coming behind him. They are handled by a number of firms such as the Motorcycle Equipment Company, Hammondsport, N. Y. and F. A. Baker & Co., 10 Warren street, New York. Your local motorcycle dealer will undoubtedly get one for you.

4. We have no record of deaf riders on the track. We do not believe that deafness would actually interfere with a man's racing, but the F. A. M. might object to anyone so affected entering regular competitions.

5. For the address of Marty Graves, write the Hendee Manufacturing Co., Michigan avenue, Chicago, Ill. At latest reports Charles Balke was in Los Angeles.

The Striking Photograph Above Comes from John O'Connor, the Wigwam Publicity Man, Who Is a Consistent Winter Sidecarist. The Scene Is Near Springfield, Mass.



Don't Take "No"

for an answer. Just insist upon specifying SPLITDORF as your magneto equipment for the 1914 model you have in mind.

75 per cent.—3 out of every 4—1914 machines will be equipped with SPLITDORF anyway. The leading manufacturers have so decided—but any other manufacturer will supply SPLITDORF if you INSIST.

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Whenever the spirit moves you hook up with a sheet of paper and a writing implement of some kind and send along your ideas, experiences or mechanical tips for the benefit of other riders. We'll be glad to publish them and brethren of the road will profit by them.

TOLD AMONG FRIENDS

WHEN I MEET A CHEERY HELPFUL WORD IN MY TRAVELS, I WELCOME IT, GIVE IT A COMPANION, if I can, AND PASS IT ON.· Carlyle-

One of the most encouraging signs in any field of sport is an inclination on the part of its followers to fraternize and talk over matters of general interest. That's why we are doubly interested in this department. It belongs to you, so don't hesitate to make the most of it.

THE "IDEA EXCHANGE"

EDITOR:—Here are a few tips that will no doubt interest your readers. I wish more riders would contribute to your "idea exchange" as the boys in my town have come to call your correspondence page. When not using the lamp, keep the dust out of the burner by putting a rubber finger-stall on it. Burners get out of condition by dust getting into the gas passages, from carbon deposits due to riding with too low a flame and by choking from damp acetylene. The generator and tank generally get the blame when the real cause is a dirty burner. When finished with the light turn off the gas and blow out the flame.

When changing gears on most two-speed machines, the clutch must be released before the change is made and not again engaged until the dogs or gears are in mesh in the new position. Neglect of this will result in the gear teeth being stripped and the rider will have only the remaining gear to go on. With planetary gear devices the clutch is usually part of the device, and it is generally not necessary to use it except when stopping.

When gasoline flows out of the primary air orifice, examine the float needle-valve and see that it seats properly. The fuel level is too high in all cases of this kind of flooding and it may be also that the cork float is "waterlogged." If the needle is at fault grind it in on its seat with emery flour and readjust the level in the float-chamber. Be sure that all emery flour is removed after grinding, as the jet may become clogged by a small grain of it.

R. C. Crosby.

ANOTHER REPLY TO DEDGE

EDITOR.—In the December 25 number I read Thomas R. Dedge's letter, referring to the barring of ported machines from race tracks. Probably Mr. Dedge has never given a thought to the matter of how easy it really is to convert a ported machine to a stripped stock model. In case the owner of such a machine has a steel band, or even better, a castiron band, he can use either of these to cover the ports. If this were not possible new cylinders would be required.

I believe it is now only a question of time before such machines will be prohibited from F. A. M. competitive events—and the sooner the better. Mr. Dedge states that there is a great deal of money tied up in ported machines at the present time. Does he think it would be any less a year from now? It is more likely that the number of ported machines will increase and thus the loss will be still greater.

I am thoroughly convinced that two thirds of the "busted" tires on board tracks are caused by the oil from the ported machines. The oil collects and becomes gummy on the boards with the result that more friction is caused, heating the tire and increasing the air pressure. Let the F. A. M. bar ported machines—it will help the sport.

W. H.

Pittsburgh, Pa.

A LETTER FROM NEW MEXICO

EDITOR—Every now and then I read notes from your contributors in which they express themselves as highly indignant when forced to pay as much as thirty cents per gallon for gasoline. A few of them should take a trip out to this section of the country. Their nerves would either frazzle out entirely or they would become hardened to the point where they would expect almost anything in the way of gasoline prices.

I purchase gasoline at a railroad station in 25 and 50-gallon measures, and I pay 35 cents a gallon. This, however, is not the only expense attached to it as I have to pay $1.10 per hundred weight to have it hauled to my home, which is 100 miles from the station. Despite this obvious high cost of up-keep, every stockman who can rustle enough steers to market owns an automobile, and before this season rolls past I hope to enlist many into the ranks of motorcyclists. Already a number of cowpunchers are becoming interested in my 1914 two-speed Yale.

The good roads fever is just beginning to grip the people in this section. Formerly they have been content with a road that a freight wagon or a saddle horse could travel over. But now that many of them are getting motor-propelled vehicles they are demanding better roads. For several years New Mexico has been using convict labor for road construction, but only on a small scale. A great many people in the East look upon New Mexico as a land of perpetual sunshine, hot sands and Gila monsters. We have the sunshine and the Mexicans, but the hot sands are replaced by snow during five months of the year. As for the monsters—they are for the most part cows and sheep. The snow is now nearly two feet deep throughout this section (Socorro County, 140 mile long by 100 miles wide).

Charles P. Gage,
U. S. Forest Service.

Aragon, New Mexico.

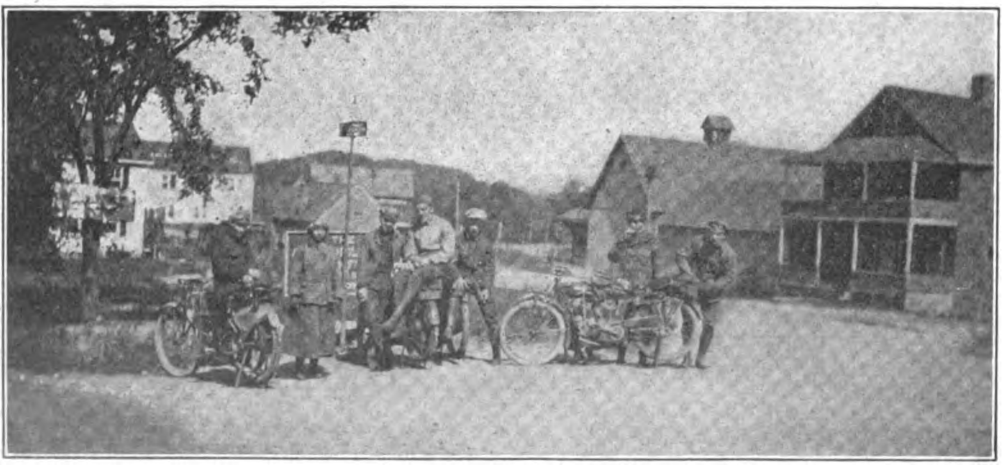
N. J. M. C. RESOLUTIONS

EDITOR.—I am a member of the New Jersey Motorcycle Club, of Newark, which club recently placed itself on record as favoring the reappointment of Colonel Edwin A. Stevens as State Highway Commissioner. I write of this because I believe the action of the club is particularly commendable in as much as it shows their appreciation of the good work done by the colonel. Motorcyclists are among the foremost advocates of good roads, and for this reason they should give their hearty support to any cause that will increase the number of good roads in their state. The following set of resolutions which was forwarded by the club to the Governor of New Jersey not only shows appreciation, but indicates that the club is a wide-awake organization and one which takes advantage of every opportunity to assist its members and other road-users of the state as well:

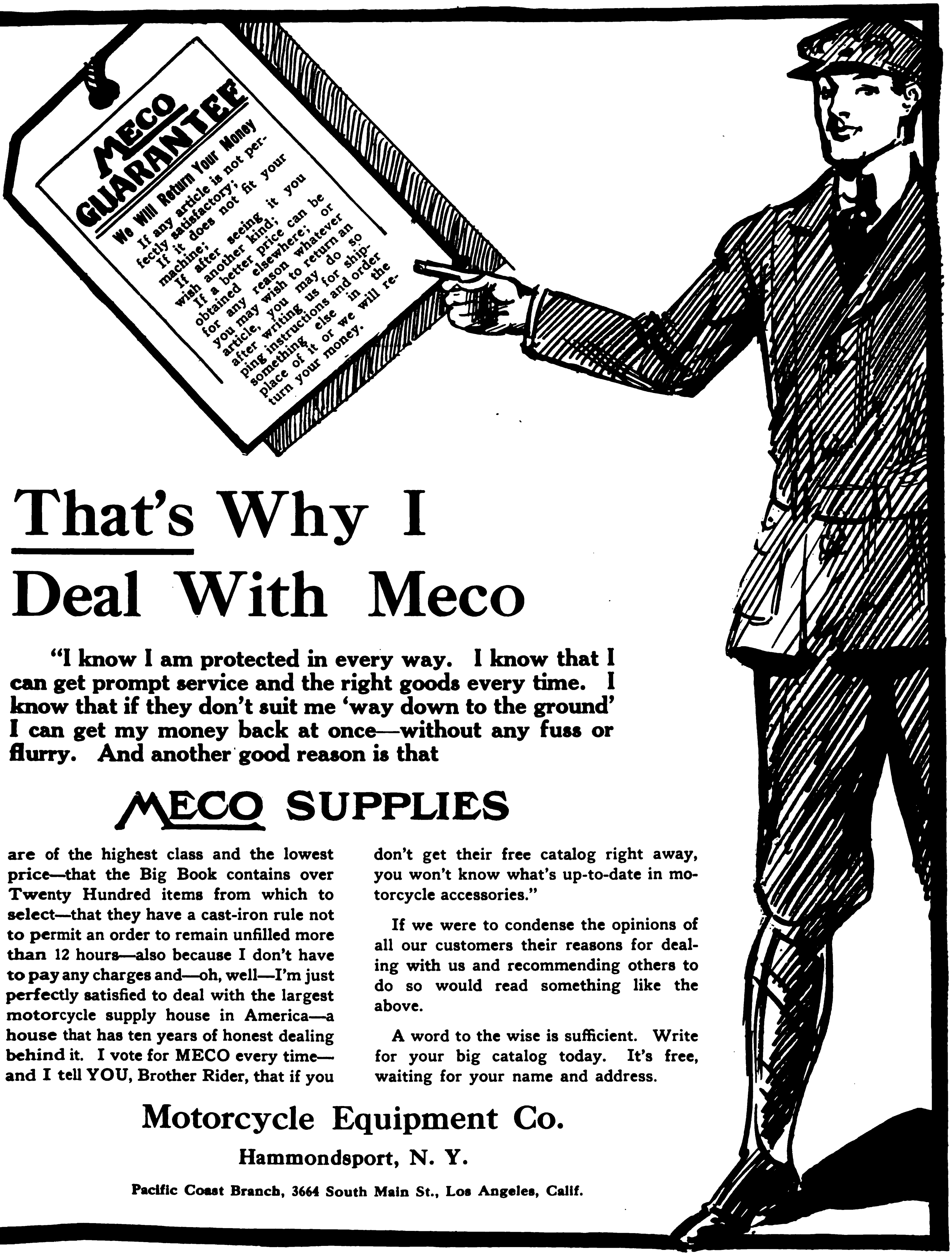
Whereas, the term of office of Colonel Edwin A. Stevens, State Highway Commissioner, is about to expire, and

Whereas, Colonel Stevens has served the State in a highly efficient manner during his incumbency, and by his reforms in the State Highway Department and in the construction and upkeep of the State roads he has shown his value to the State and has labored valiantly for the past three years to place the building of roads under a department of trained men.

(Continued on page 48.)



A Group of Harlem (N. Y.) M. C. Riders, Snapped at a Cross-Road on a Recent Sunday Outing. Photo by Henry Kest.



MECO GUARANTEE

We Will Return Your Money

If any article is not perfectly satisfactory;
If it does not fit your machine;
If after seeing it you wish another kind;
If a better price can be obtained elsewhere; or for any reason whatever you may wish to return an article, you may do so after writing us for shipping instructions and order something else in place of it or we will return your money.

That's Why I Deal With Meco

"I know I am protected in every way. I know that I can get prompt service and the right goods every time. I know that if they don't suit me 'way down to the ground' I can get my money back at once—without any fuss or flurry. And another good reason is that

MECO SUPPLIES

are of the highest class and the lowest price—that the Big Book contains over Twenty Hundred items from which to select—that they have a cast-iron rule not to permit an order to remain unfilled more than 12 hours—also because I don't have to pay any charges and—oh, well—I'm just perfectly satisfied to deal with the largest motorcycle supply house in America—a house that has ten years of honest dealing behind it. I vote for MECO every time—and I tell YOU, Brother Rider, that if you don't get their free catalog right away, you won't know what's up-to-date in motorcycle accessories."

If we were to condense the opinions of all our customers their reasons for dealing with us and recommending others to do so would read something like the above.

A word to the wise is sufficient. Write for your big catalog today. It's free, waiting for your name and address.

Motorcycle Equipment Co.

Hammondsport, N. Y.

Pacific Coast Branch, 3664 South Main St., Los Angeles, Calif.

(*Continued from page* 46.)

Be it resolved by the New Jersey Motorcycle Club, in regular session assembled, that this organization request the Governor of this State to reappoint Colonel Stevens to the position of State Highway Commissioner, to the end that the plans already outlined be carried out in their entirety, and

Be it further resolved, that a copy of these resolutions be sent to the Governor of New Jersey for his action.

A Booster.

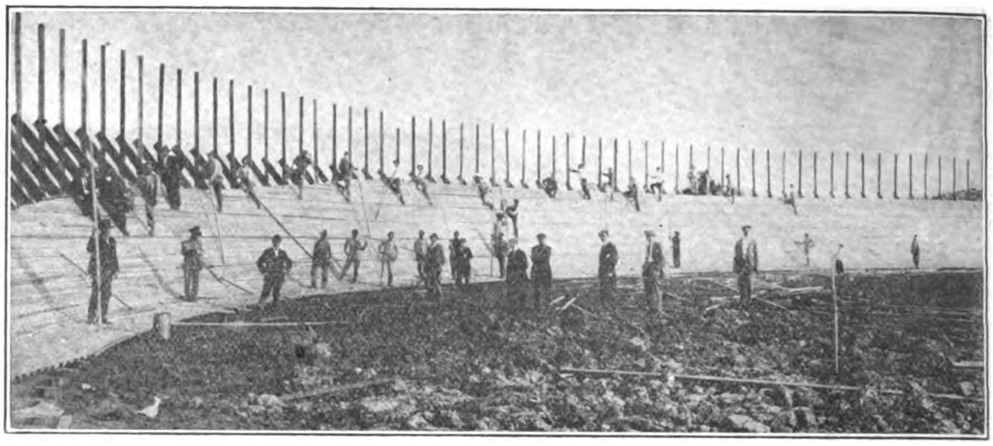
A WORD TO THE WISE

EDITOR.—"He who runs may read," provided he does not run his motorcycle, or other motor vehicle, at too high a rate of speed in Hamilton, Ohio; otherwise his "friends may read" in the daily papers of how he was signally honored by being escorted into the presence of Municipal Judge Shank by two gentlemen dressed in conventional blue suits trimmed with brass buttons.

There has been much activity in police circles here of late and every known speed violator has been called to the chief's office and warned that speed regulations are to be strictly enforced. In other cases the chief has detailed officers to call upon drivers who are known to disregard the law and give them a warning. Arrests will now follow any violations and Judge Shank has the reputation of relieving riders of any cash they may have, and in the absence of this he usually prescribes allopathic doses of "stone-pile."

Better join the "Safety First" club, boys, when in this city; then the strong arm of the law will never get you.

A Hamilton Rider.



How the New Houston (Tex.) Motordrome Looked Just Before It Was Completed.

ANOTHER WITNESS SPEAKS

EDITOR: In the December 25 number of Motorcycle Illustrated I read the statement made by J. F. C., of Denver, Colo., relative to the breaking of the Pike's Peak record by H. B. Barrett. By way of backing up what J. F. C. has said I would like to inform those interested in the controversy that I was on the summit of Pike's Peak the day that Mr. Barrett made the climb. As stated in his story, and in the letter by J. F. C., he reached the Summit House at exactly twelve o'clock. I might also add for the benefit of the California critic that I was a witness to part of the performance of Mr. Brown, of Kansas City, who made the ascent in a Buick "Bear Cat" roadster. Now, Mr. California Writer, if you will spend a few dollars and come to Colorado next summer you will have an opportunity to see someone else make the trip up the Pike's Peak trail, for I, like J. F. C., of Denver, intend to try for the record.

Clifford C. Fredericks.

Pawnee, Nebr.

THE WALTHAM M. C.

The Waltham Motorcycle Club, of Waltham, Mass., was recently formed by about thirty enthusiasts of that city. The club will meet at 571 Main street, on Tuesday evenings. The officers are: M. J. Hoban, president; A. J. Ahern, vice-president; H. W. Rogers, secretary and treasurer; and E. F. Rector, captain. A busy summer schedule is promised.

You need this catalog in your business, Mr. Dealer!

If you want to know the why and how of good chain construction you'll sign the coupon in the corner and send it to us *today*. It tells all about the chain that won the Savannah Grand Prix Race, the American Motorcycle Classic—the chain that can withstand a greater overload to the foot than any other chain made—the chain that undergoes over 1200 inspections—

"The Coventry" Chain

"The Motor's True Mate"

This book also contains practical instructions for the proper lubrication and care of chains, their alignment and other worth-while chain instructions.

This catalog is absolutely free and entails no effort on your part to get it, other than signing the coupon in the corner and mailing to us.

We want every dealer in the country to have a copy, because we think it will help him in his business, which is that of supplying his customers with the best—always.

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112 Broad Street, N. Y.

THE COVENTRY ROLLER CHAINS
UNITED STATES REPRESENTATIVES
H.F.L. FUNKE CO.
INC.
112 BROAD ST.
NEW YORK

Grinnell Gloves are not only finest in quality of leathers and the best made gloves there are—but they embody three exclusive features—the Rist-fit, the Ventilated Back and Grip-Tite, which can't be had in other motoring gloves.

This is the latest Grinnell Glove innovation. Note the double corrugated palm, that grasps the handle-bars with clutch-like sureness giving the non-slip grip and double wear.

Grinnell "Grip-Tite"

Style 4827

And yet the leathers are soft and pliable—Colt or Reindeere—you can *wash* Grinnell Gloves with soap and water, and when they're dry they'll still be soft and pliable.

And they *wear*—like rawhide. They'll far outlast other gloves. Every motorcyclist who likes fine things—trim equipment, quality throughout—will appreciate these excellent gloves.

Get a pair on approval

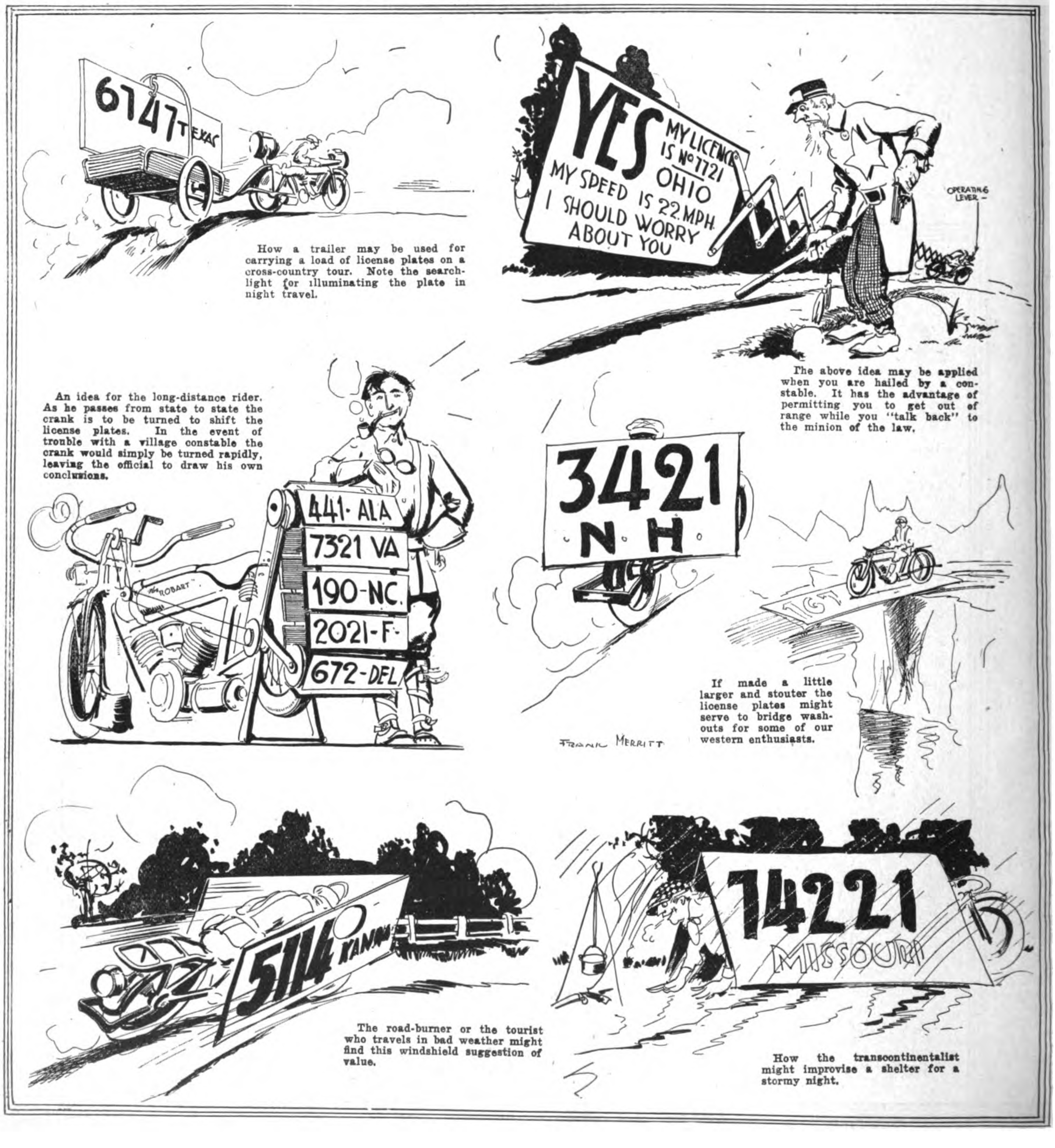
Your dealer should have Grinnell Gloves. If he doesn't carry them send us his name and your size. We will send your selection on approval. Write for illustrated glove booklet showing all styles, leathers and the full range of prices—and samples of leather.

Morrison-Ricker Mfg. Company
(*Established 1856*)

San Francisco Chicago Newark
27 Broad St., Grinnell, Iowa

WILL THE LICENSE PLATE PROBLEM COME TO THIS?

NOT long ago our staff artist piloted his sidecar outfit on a tour through several states where the authorities were displaying interest in motorcycle licenses and number plates, and his somewhat weird impressions of what may be in store for riders of the future are embodied in the sketches below. On more than one occasion objections were raised to the size of his license plate and to his method of carrying it, and he suggests that if tourists must encumber their machines with large and unsightly plates they should be permitted to derive some benefit from the system. That the artist met with unkind treatment on his tour will be inferred from the extent to which his imagination carried him in the sketches. No patents have been applied for. Simply pick out the suggestion which seems to meet your needs. In case the drawings are not sufficiently clear, the artist will be glad to furnish detailed information as to construction of various devices.



How a trailer may be used for carrying a load of license plates on a cross-country tour. Note the searchlight for illuminating the plate in night travel.

The above idea may be applied when you are hailed by a constable. It has the advantage of permitting you to get out of range while you "talk back" to the minion of the law.

An idea for the long-distance rider. As he passes from state to state the crank is to be turned to shift the license plates. In the event of trouble with a village constable the crank would simply be turned rapidly, leaving the official to draw his own conclusions.

If made a little larger and stouter the license plates might serve to bridge washouts for some of our western enthusiasts.

The road-burner or the tourist who travels in bad weather might find this windshield suggestion of value.

How the transcontinentalist might improvise a shelter for a stormy night.

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

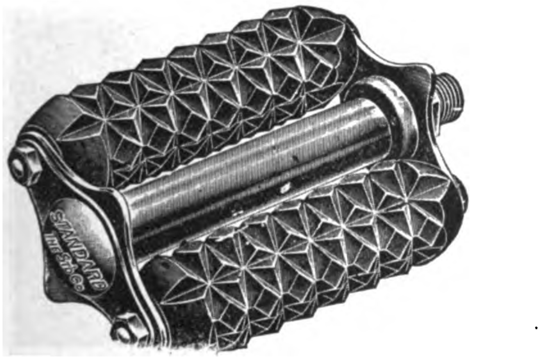
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



NO. 3 MOTOR CYCLE PEDAL

The Standard Co.

Torrington, Conn.

There is as much water for drowning purposes beneath a row boat as there is beneath a battleship—

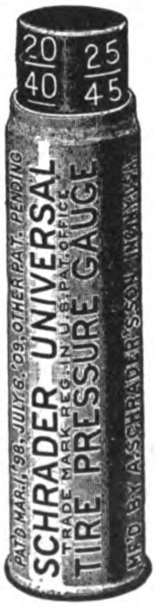
and the chances of shipwreck are greater on board the row boat than on board the battleship—

Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist who carries a

Schrader UNIVERSAL TIRE PRESSURE GAUGE

and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver. Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

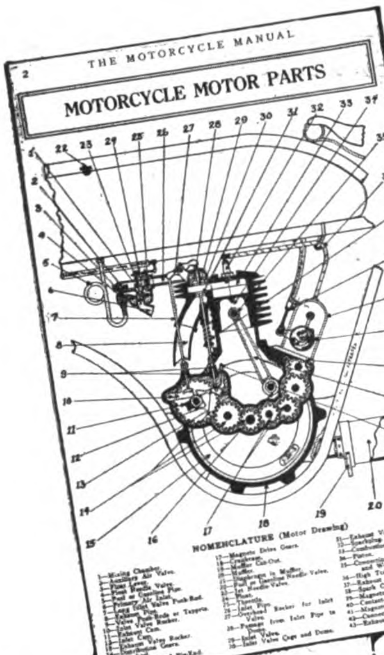

20 25
40 45
PAT'D MAR.1.'98, JULY 6.'09, OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. IN U.S. PAT. OFFICE
TIRE PRESSURE GAUGE
MF'D BY A. SCHRADER'S SON, INC. N.Y.

PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

A. Schrader's Son, Inc.

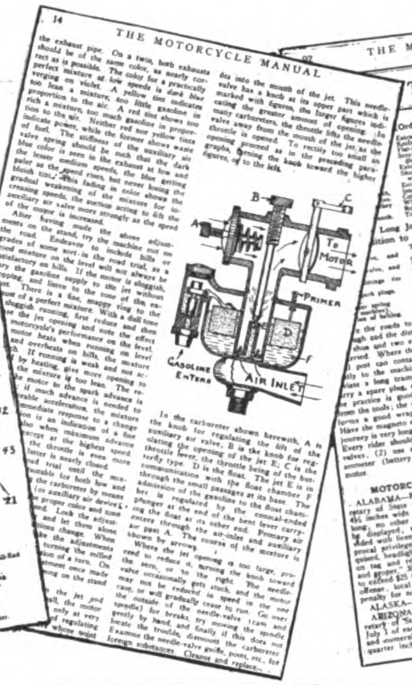
783-791 Atlantic Ave., Brooklyn, N. Y.



THE MOTORCYCLE MANUAL

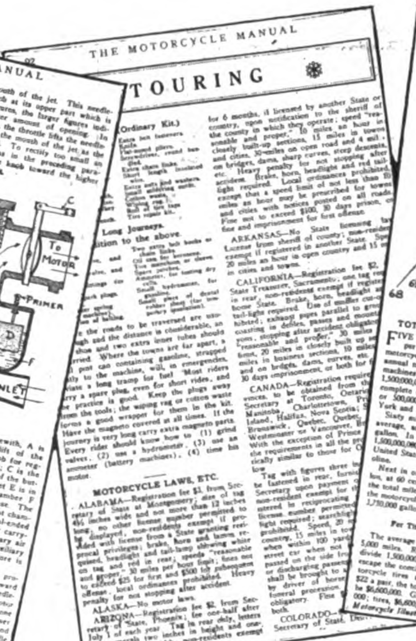
MOTORCYCLE MOTOR PARTS

NOMENCLATURE (Motor Drawing)



14 THE MOTORCYCLE MANUAL

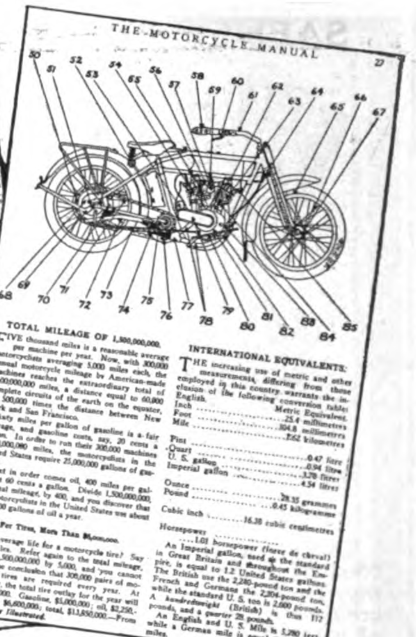
A
B
C
E
D
F
To MOTOR
PRIMER
GASOLINE ENTERS
AIR INLET



THE MOTORCYCLE MANUAL

TOURING

MOTORCYCLE LAWS, ETC.



THE MOTORCYCLE MANUAL 27

TOTAL MILEAGE OF 1,500,000,000.

INTERNATIONAL EQUIVALENTS.

DIRECTORY OF THE MOTORCYCLE TRADE

The names of concerns whose advertisements appear in this edition of the Manual are printed in bold face type.

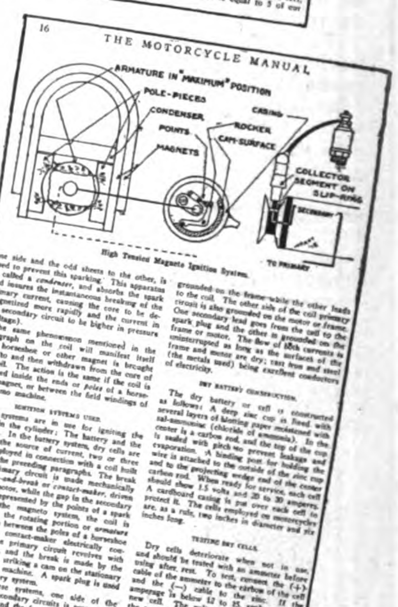
The Motorcycle Manual

and

Trade Directory

An authoritative text-book covering the construction, operation, care and repair of motorcycles; embodying the only motorcycle encyclopædia published; a directory of the motorcycle trade; all the latest racing records, and other interesting features. Sent postpaid for 25 cents.

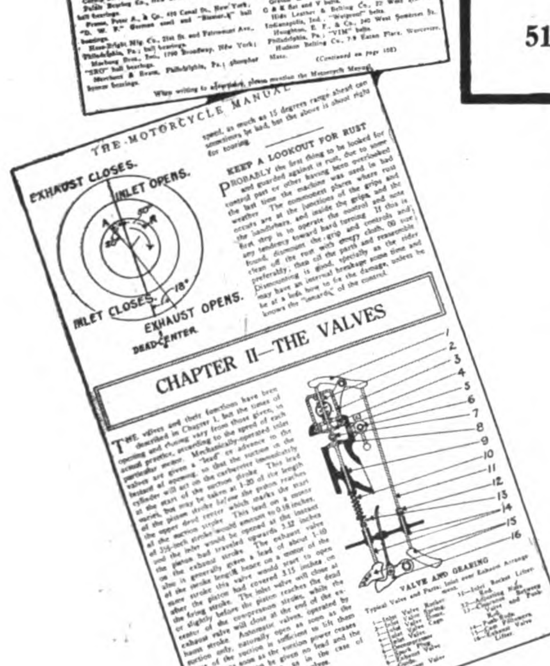
MOTORCYCLE MANUAL
51 Chambers St. New York



16 THE MOTORCYCLE MANUAL

ARMATURE IN "MAXIMUM" POSITION
POLE-PIECES
CONDENSER
CASING
POINTS
ROCKER
CAM-SURFACE
MAGNETS
COLLECTOR SEGMENT OR SLIP-RING
TO PRIMARY

High Tension Magneto Ignition System.



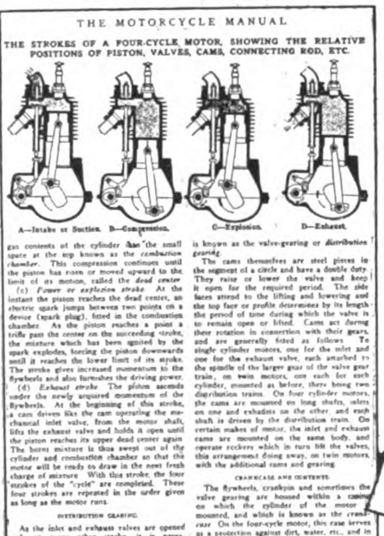
THE MOTORCYCLE MANUAL

EXHAUST CLOSES.
INLET OPENS.
INLET CLOSES.
EXHAUST OPENS.
DEAD-CENTER.

KEEP A LOOKOUT FOR RUST

CHAPTER II—THE VALVES

VALVE AND GEARING



THE MOTORCYCLE MANUAL

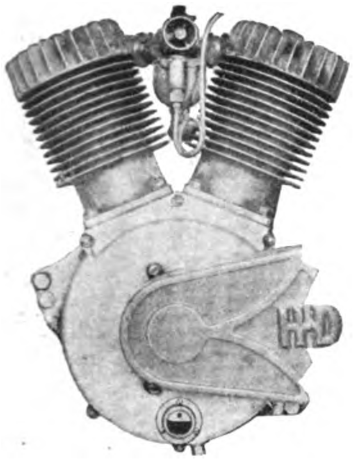
THE STROKES OF A FOUR-CYCLE MOTOR, SHOWING THE RELATIVE POSITIONS OF PISTON, VALVES, CAMS, CONNECTING ROD, ETC.

A—Intake or Suction. B—Compression. C—Explosion. D—Exhaust.

THE MOTORCYCLE MANUAL

AN ENCYCLOPAEDIA OF MOTORCYCLE TERMS AND TROUBLE REMEDIES

SAFETY FIRST!!



Simplex Gauge on Harley.

Thousands of riders all over the country are waking up to the fact that they need a reliable oil gauge on the crankcase of their engine. Eight out of ten engines are ruined by too much or too little oil.

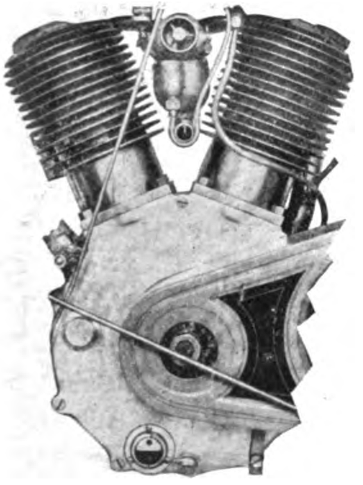
Too much oil fills the engine with carbon and makes it overheat, and makes a dirty engine and ruins the rear tire from oil dripping off the engine. Oil soaked tires cause blowouts and serious accidents.

Too little oil causes bearing and piston rings to wear, and if your crankcase runs dry you may have a bad fall from your engine stopping suddenly. Loss of compression is one reason why twin engines don't fire evenly.

START RIGHT!!

We make the statement that if you will fit a Simplex Oil Gauge on the crankcase of your engine that your plugs will not foul, that your engine will start easy and run better, that you will save oil, gain speed and have good compression. But you must

START RIGHT!!



Simplex Gauge on Excelsior.

Have your dealer put the Simplex Gauge on your new machine. After your engine is ruined by worn bearings, loose, leaky piston rings and valves it is

TOO LATE FOR A SIMPLEX GAUGE!!

The Simplex Gauge is on the **OUTSIDE** of the crankcase, where it keeps clean.

The Simplex Oil Gauge is now made for the Harley-Davidson, Excelsior, Dayton, Reading Standard, DeLuxe, Jefferson, Iver Johnson, etc.

If your Dealer does not handle, write to us for information, also we will send our book, "How to Take Care of Your Engine."

Retail Price $1.50

THE BUCK GAUGE COMPANY
(Incorporated)
STAR BUILDING ST. LOUIS, MO.

Motorcycle Mart

Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

FOR SALE.—Excelsior 1913 single chain; ridden less than 800 miles; equipment complete; condition guaranteed perfect. Will sell reasonably or trade for 1913 twin Excelsior or Pope in equal condition, and pay balance. J. E. S., care MOTORCYCLE ILLUSTRATED.

BARGAINS IN SIDECARS.—All our unsold 1913 cars to be sold at less than one-half price. Write for our list. Illinois Motorcycle & Accessory Co., 1835 So. Sawyer avenue, Chicago, Ill.

FEW BARGAINS in Excelsiors, Harleys, R.-S. and Merkels, like new; belt and chain. Separate motors, like new. Mayo, The Motorcycle Man, Reading, Pa.

FOR SALE—1913 twin Indian, 7 h.p. machine, run only 500 miles; complete set of tools, like new; $185 if taken at once. A. E. Beyer, Kendallville, Ind.

SPEEDOMETER, $3; 28x2½ shoe, $2.50; N. S. U. two-speed, $10. E. Grandprey, 334 Cranston street, Providence, R. I.

FOR SALE—4 h. Merkel motorcycle, spring frame, chain drive, Eclipse clutch; run 1,500 miles; perfect mechanical condition; price $125. F. G. Anderson, Staffordsville, Va.

MISCELLANEOUS

GET OUR PLAN for monograming automobiles and motorcycles by special transfer method. Motorists' Accessories Co., Ashland, O.

YOU CAN greatly increase your income by representing our line of lighting systems; our "MATCH LIGHTING LAMPS" sell like wild fire both in town and rural districts. No experience required, profits large, exclusive territory to right parties. Don't delay writing for FREE catalogue and full information. Doud Lighting Co., 175-G No. Sangamon, Chicago.

GUS ROTHOLZ, agent for Indian and Excelsior, 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2387.

AGENTS WANTED for Brooklyn, Long Island and Staten Island for the Jefferson motorcycle, "the fastest machine on the road." Call or write for proposition. Gotham Sporting Goods Co., 57 Warren street, New York.

DEALER'S CARDS, Etc.

A MIDWINTER SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributers, 94 St. Nicholas avenue, New York. Special ! ! ! Luggage carriers to fit only 1918 and 1914 Yale motorcycles, $2.50 cash with order.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge), Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

WE ARE AGENTS for Pope motorcycles and Simplex sidecars. Riverside Motorcycle Garage, 533 W. 110th street, near Broadway, New York.

T. J. SIXSMITH, expert repairing; New York agent for Excelsior motorcycles. 208 W. 100th street, New York. Telephone, 8861 Riverside.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 812 Amsterdam avenue, New York City, Eastern distributer.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO.—Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 237 W. 83d street, near Broadway, New York City. Tel. 1968 Schuyler.

At Last! The Cabinet Spring Seat!

Here is the ideal fitment for every rider. Every motorcyclist knows what it is to miss a necessary tool or spare part at the wrong time—because he hasn't sufficient room in his tool box for all his tools. In the Cabinet Spring Seat the rider has

A Supremely Comfortable Tandem Seat Plus A Roomy Kit Case

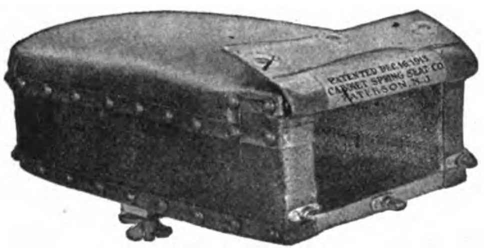
The upper section rests on a series of perfectly tensioned springs. These springs are imbedded in a one-inch solid wood support on both upper and lower sections, which prevents any side swing. Between upper and lower sections is a Compartment as shown in cut.

When carrying an extra passenger there is space enough for extra inner tubes, tools, etc., and at the same time having that spring resiliency that is necessary for a soft and comfortable seat.

This combination is made in four sizes to fit any luggage carrier. Colors: red, blue, green, brown and gray. Easily attached by clamp, spring washers and wing nuts which makes it the safest and best for tamdem riding. Price, $4.75.

For Sale by all Leading Jobbers and Dealers.

Cabinet Spring-Seat Co.
175 Market St., Paterson, N. J.



TRADE MARK

Are You *Sure* That Everything Is O. K.

on your machine before starting on a tour, a race or an ordinary run? A loose adjustment may make trouble. Be on the safe side—carry in your tool bag the only "practical life insurance," the

Mossberg Socket Wrench Set

Its five hardened steel sockets with handle will reach the most inaccessible parts of your machine and make adjustments easily and effectively.

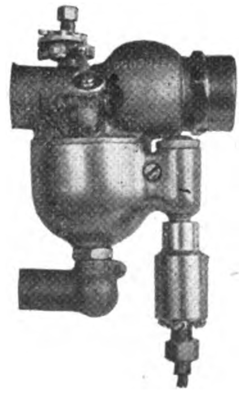
At your dealers or direct.......................... $1.20
Write for our Catalog No. 166.

FRANK MOSSBERG CO.
ATTLEBORO, MASS.

PURE GASOLINE WHEREVER YOU GO

You know how hard it is to get satisfactory gasoline on the road—or even at home, for that matter. Dirt and water tend to annul the effects of even a first class carbureter. The solution of the puzzle is

The Standard Gasoline Separator



$1.00 Postpaid **$1.00 Postpaid**

The Standard automatically drains all impurities from gasoline and prevents clogging of the spray nozzle with consequent stoppage of the motor. All water and other impurities are deflected into a section of the Separator and can then be drained out at long intervals.

The only really effectual means of assuring clean gasoline always, under all conditions.

Dealers, write for our proposition.

STANDARD THERMOMETER CO.
65 SHIRLEY STREET BOSTON, MASS.

Motorcycle Tours in the United States

Accurate maps of over three hundred and fifty tours through every state in the Union. Tours from 50 to 500 miles in length. Concise descriptions of road conditions, striking illustrations of scenic splendors in every part of America.

A truly practical and reliable volume in every respect.

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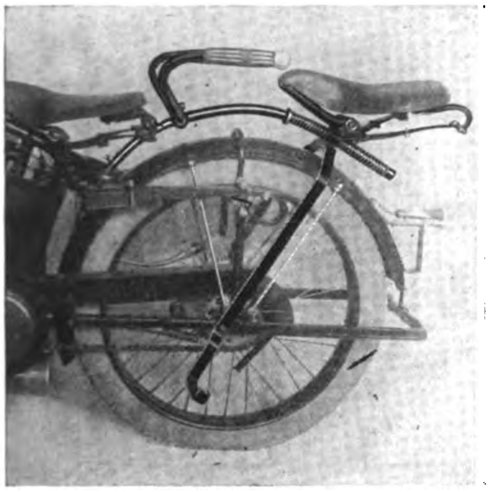
Motorcycle Illustrated
51 Chambers St., N. Y.



Indian Dealers & Riders

Look for the HOLE in the frame under saddle. That is where the

DIAMOND TANDEM ATTACHES WITH NO BOLTS OR NUTS

SPRING SCIENTIFICALLY ARRANGED on BACKBONE makes this tandem very COMFORTABLE, and recommended for ladies use.

DEALERS—Write for my attractive money-making proposition.

RIDERS—If you cannot get this attachment from your dealer write direct to me, giving name of dealer, and receive a SKIRT GUARD for your trouble.

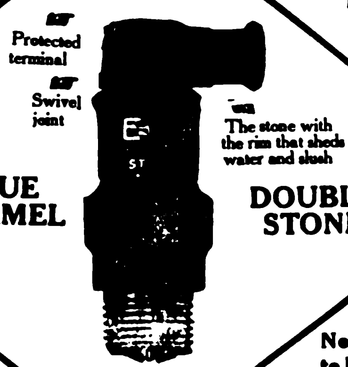
W. W. BREWSTER, Manufacturer 56 W. ELM ST. BROCKTON, MASS.

The Spark Plug for You is the

WEATHER-PROOF

HERZ PLUG

"Bougie Mercedes"



BLUE ENAMEL

DOUBLE STONE

Never needs to be taken out

Never needs to be adjusted

Never needs to be cleaned

Never carbonizes or "Soots up"

A Wonderful Creation of Stone and Steel

Packed in a neat metal box—very handy for small parts

Guaranteed a Year

Insist upon HERZ PLUG on your motorcycle

Ask your dealer

HERZ CO., New York Makers of HERZ MAGNETO

PERSONS
DUPLEX
PAN-DANDY

A

SOFT SPRINGY SEAT

Incomparable for Comfort and Durability

Dealers are having an ever-increasing demand for the "PDPD." This motor seat has made an enviable reputation as the "utmost" in saddle perfection.

Try It Once and You Will Use No Other Saddle.

Full Information on Request.

The Persons Manufacturing Co.

Worcester, Mass.

MOTT RIMS

MOTT RIMS are made in a plant devoted exclusively to the manufacture of steel rims—and NOTHING ELSE. The degree of attention paid to smallest details, the remarkable efficiency of its mechanics, the high quality of raw materials employed—these are the things that tend to make MOTT RIMS what they are —powerful, durable, elastic and light.

It is a significant fact that while the number of breakages to various other parts of motorcycle construction in endurance runs and reliability tests is legion, breakage of rims is almost unheard of—because the majority of motorcycle manufacturers wisely equip with

Mott Steel Rims

The Clincher Automobile Tire Manufacturers' Association, comprising all the reputable tire manufacturers in the United States, demand that all rims on which their tires are guaranteed must bear the stamp of the association. Every MOTT RIM bears this stamp on the seat of rim. Look for it. REG. U. S. PAT. OFF.

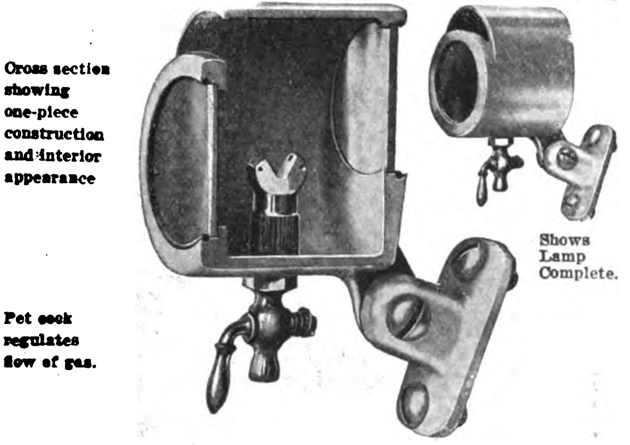
WE are prepared to figure on 1914 requirements NOW.

Mott Wheel Works, Utica, N. Y.

The Original MIDGET MOTORCYCLE TAIL LIGHT

Made and sold only by

VAN CLEEF BROS., Chicago



Cross section showing one-piece construction and interior appearance

Shows Lamp Complete.

Pet cock regulates flow of gas.

White Light Illuminates State License. Large Red Danger Signal. Protects Rider and Public.

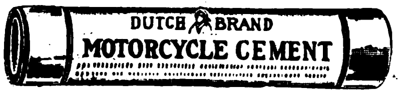
Should be Used on All Motorcycles whether Required by Law or not.

BEWARE OF IMITATIONS.

We have been marketing this attractive motorcycle tail light for over two years and have built up a big demand for it. It is neat, strong, efficient and guaranteed to satisfy perfectly. Jobbers, write for our low price.

WE MAKE OTHER QUICK SELLING SPECIALTIES.

Our rubber cements are widely and favorably known. They stick and stay stuck. No motorcyclist should ever leave on a trip without a tube of our superfine cement.



1 x 5 Non-Collapsible Tube.

VAN CLEEF BROS., CHICAGO

Manufacturers **DUTCH BRAND** Products

Stops Pitting and Burning

No motorcycle valve gave the service or satisfaction it should until the invention of

The Cast Iron Seat

This rim of iron welded to the nickel steel head forms an alloy which stands the high temperature of the cylinder and the great speed with minimum pitting and burning.

Manufacturers who want their valves to give better service can obtain the facts from

The Electric Welding Products Co.

CLEVELAND
OHIO

Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

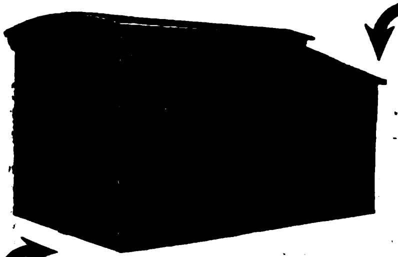
(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made only by **ROSE MANUFACTURING COMPANY**

938 ARCH STREET, PHILADELPHIA, U. S. A.



Combine Business and Pleasure With

The Baxter Combination

One complete chassis, with springs and fittings, a sheet steel over best quality ash frame delivery van body, and the regular Baxter sidecar body. For a limited time only, we will sell the two bodies and one chassis for $100. This means that the dealer can use the sidecar for delivery purposes, and change to the pleasure body in the twinkling of an eye, whenever desired.

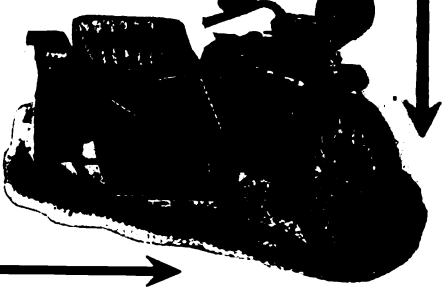
The Baxter Taxicab

You can operate our landaulet top, two passenger side car, with two speed motorcycle, at a charge of 25c. for the first mile, 15c. for additional mile and 10c. extra for additional passenger. Be the first in your town to start the motorcycle taxicab business. It will cost you just 1 8/10 cents per mile to operate, including spare tires, chains, oil, gasoline, depreciation, etc. Write for particulars and

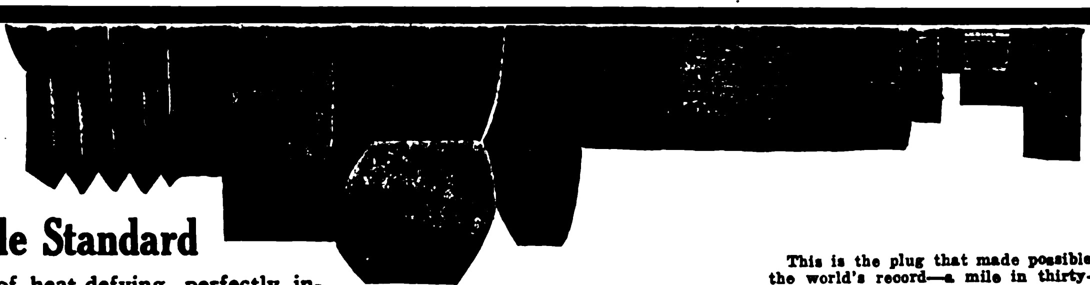
AVAIL YOURSELF OF OUR SERVICE DEPARTMENT

which is prepared to unravel the knotty delivery problems that trouble you, quickly and easily. Write us—consult us freely.

Baxter Sidecar Co.
119 Broadway
Cambridge, Mass.



$1.00 **$1.00**



Motorcycle Standard

a spark plug of heat-defying, perfectly insulating porcelain. Designed for motorcycles only. No need any longer to use the inferior mica plugs or a porcelain makeshift.

This is the plug that made possible the world's record—a mile in thirty-six seconds flat. Try a set. Mailed on receipt of price if your dealer cannot supply them. Metric size only. Write for our free folder that tells some things about motorcycle spark plugs that you cannot afford to miss.

JEFFERY-DEWITT COMPANY, 55 BUTLER AVENUE DETROIT, MICH.

MUELLER

Tandem Attachment for 1914 Indians

It's made for the Indian, by an Indian rider and dealer—and it belongs on every Indian.

That's all we have to say.

L. J. Mueller
6307 Woodland Ave.,
Cleveland, O.

Limited

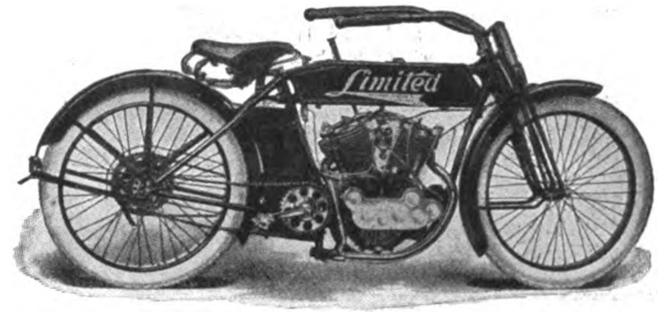
"The Pullman of Motorcycles." No new name this, but the LIMITED really deserves the title. Here's a test for vibration. Run any motorcycle onto a hardwood floor. Set it on the stand and start it. Watch it skate around backwards all over the floor. Try the same stunt with the LIMITED. Open the throttle to its widest—advance your spark —THE LIMITED DOES NOT MOVE ONE INCH FROM ITS POSITION! There's vibrationless power for you!

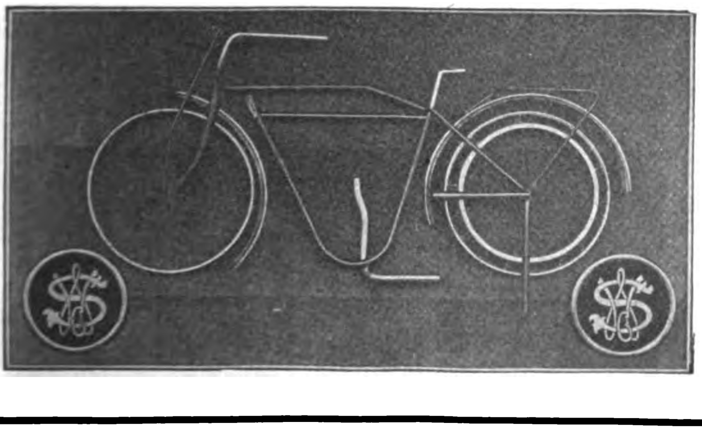
The power plant of the LIMITED combines power, silence, strength and reliability—raised to the highest degree of perfection. Perfect machining, large bearings, wide-faced gears, automatic oiling system, entirely independent, controlled by speed of the motor—features like these support our firm contention that the LIMITED power-plant stands head and shoulders over any other motorcycle motor on the market today.

Write for further particulars and dealer's terms.

Feilbach Motor Co.

1148 Holton Street Milwaukee, Wis.



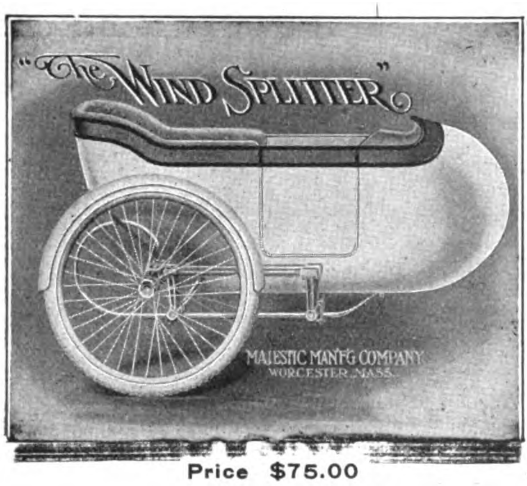


STANWELD

Whenever you want really good frame-parts, such as rims, mudguards, fork-sides, seat-posts, etc., remember that ninety per cent. of all motorcycles made in this country have frames built of Stanweld Frame-Parts.

THE STANDARD WELDING CO.
EDGEWATER PARK, CLEVELAND
Offices in
New York Detroit Chicago

STANWELD



Price $75.00

The Last Word in Side-Cars

As it was the FIRST, so is it the LAST WORD

"MAJESTIC" That's IT

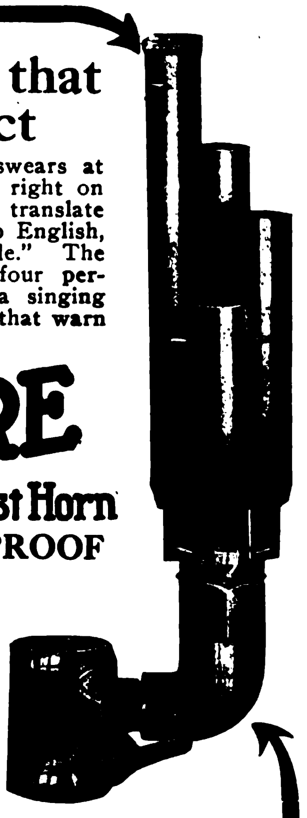
To say "MAJESTIC SIDE CAR" is equivalent to saying that your Side Car is extra strong; extra durable, in fact, extra value from any angle you look at it. It must be **BEST**. The demand proves it. Seven splendid models. Can't we serve you?

Write us To-day for Full Details

Majestic Mfg. Co., Worcester, Mass.

The Warning that Wins Respect

You don't want a horn that swears at the pedestrian. He has as much right on the street as you. If you were to translate the sound of the AERMORE into English, it would say, **"Please** step aside." The AERMORE exhaust horn has four perfectly blended tones that give a singing call, resonant, clear and musical, that warn without startling.



The AERMORE Exhaust Horn

SIMPLE—TROUBLE-PROOF

The AERMORE is made of four solid brass tubes, nickel-plated. It is operated by a three-way valve that cannot clog, as it automatically blows out all dirt, dust and oil. It is practically indestructible, handsome in appearance and can be attached in a very short time.

The Retail Price is **$5.50**

Dealers should write us for special quantity prices. Address Dept. A.

THE FULTON COMPANY, 726 National Ave. MILWAUKEE, WIS.

The Sign of Individuality

YELLOW JACKET

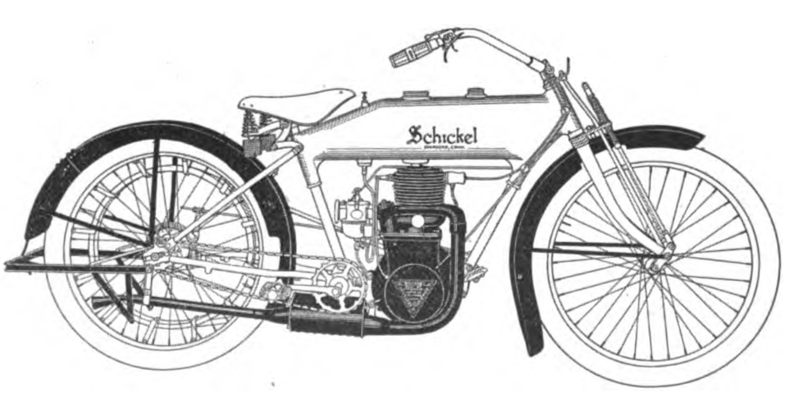
The World's Best Motorcycle.

THE FLYING MERKEL
THE ONLY SELF-STARTING MOTORCYCLE

can always be distingished by this sign. In addition to the famous Self-Starting Yellow Jacket Model there are four other designs. The 4 h. p. Single at $210.00 and the 7 h. p. Regular Twin at $225.00 in both chain and belt drive.

We have Room for a Few More Dealers.

The Miami Cycle & Manufacturing Co.
1300 Hanover Street **Middletown, Ohio**



EFFICIENCY EXEMPLIFIED

By the

VALVE-LESS 1914 Schickel TWO-STROKE

A FEW NOTABLE CHARACTERISTICS

A flexible, powerful motor—a wonder on hills—producing almost noiseless and practically vibrationless operation. Great simplicity and strength of construction. Unusual economy in operation and up-keep.

THE REASONS

Sustained and continuous power impulses due to the two-stroke motor makes possible a wide range of throttling and produces strong and continuous power. It also greatly reduces vibration. The absence of valves, the ample muffler and the unusually quiet working motor produce practically noiseless operation. Only three moving parts in the motor, each running in oil, give maximum mechanical simplicity with minimum wear and low up-keep expense. The heavy unit tank frame assures great strength and long life.

Send for the "Schickel" Story

THE SCHICKEL MOTOR CO., 59 Garden St., Stamford, Conn.

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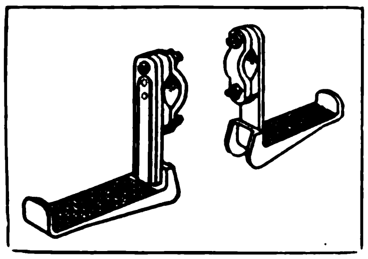
STOLL FOLDING FOOT RESTS

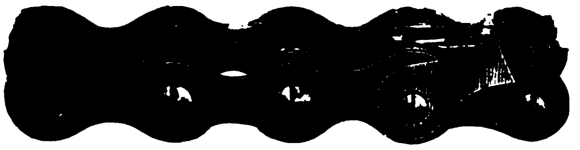


They are strong, neat, practical and easy to attach. Will automatically fold up and will stay folded when not in use. Non-slip tread. Made to fit all leading makes of machines. Guaranteed, and sold by all dealers.

Price complete
$1.50 per pair

If your dealer is not supplied, order direct. All charges prepaid on receipt of money order. State make of machine when ordering.

The Stoll Manufacturing Co.
33rd and Walnut Sts. Denver, Colo.
(Makers of the famous "Dream" Tandem)



Diamond Chains

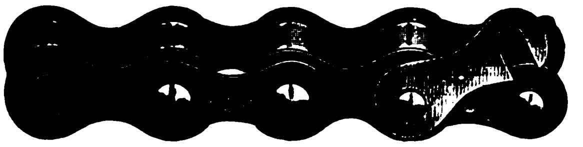
Correct in material and design;
Perfect in workmanship;
Thoroughly tested; therefore,

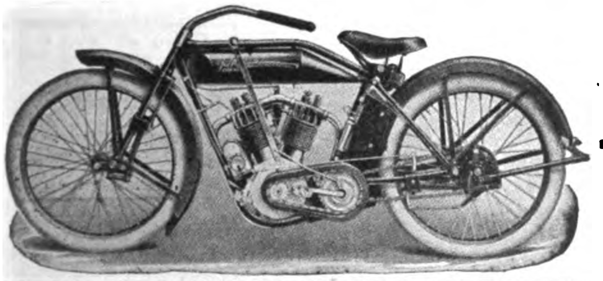
Durable
and
Dependable

For Sale at Your Jobbers and Dealers

TRADE ◇ MARK.

Diamond Chain & Mfg. Company
Indianapolis, Indiana
Capacity 8,000,000 feet per year





A LIGHT, CLEAN-CUT SPEEDY MOTORCYCLE

That's what you want, isn't it, Mr. Rider? And that's the kind of machine you want to sell, isn't it, Mr. Dealer? And, be you Rider or Dealer, if you haven't yet learned about the many points of the

JEFFERSON

you have still to learn what constitutes the ideal motorcycle—the kind of a machine you like. A JEFFERSON rider is like a Salvation Army lass—he wants to convert everyone to the Jefferson cause—because he knows it's good. "Get the dope" from us.

Waverly Mfg. Co., Jefferson, Wis.

You can't short circuit J-M (MEZ-CER) SOOT-PROOF SPARK PLUGS

Prove it with this test

These plugs are absolutely soot-proof. Prove it yourself by holding one in the flame of a candle or lamp until the end is covered with soot. *THEN* place it in your engine, turn on the power, and it will positively *clean itself.* The secret is in the porcelain insulator, or "petticoat," which extends to the *end* of the plug. This porcelain becomes so hot at the tip that carbon is burnt up the instant it settles. No soot—hence no short-circuit.

Over 400,000 high-class cars are now equipped with the J-M (Mezger) Soot-Proof Spark Plug.

GUARANTEE: The J-M (Mezger) Soot-Proof Plug is backed by a five million dollar concern with a fifty-five year record for square dealing. If any plug does not give satisfactory service, we will exchange it for a new one.

Shipped direct from our nearest branch if not sold by your dealer. Price $1.00. *Write for interesting Booklet.*

H. W. JOHNS-MANVILLE CO.

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Baltimore
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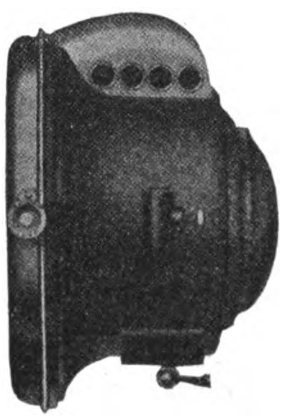


"Grandad" Headlight

Solars have a "rep" to Sustain

We cannot afford to trifle with the sterling reputation which has taken us many years of motor lamp building experience to attain. Therefore, every SOLAR Lamp made must measure up to the high standard of

SOLARS

"The Lamps with a Pedigree"

Go to your dealer and "size up" the SOLAR line. From Grandad, positively the strongest, most powerful, handsomest motorcycle lamp on the market, to our generator headlight, SOLARS show in every line and curve a distinction that only master lamp builders can incorporate into a motorcycle light.

If your dealer doesn't handle it—write us for our booklet. It tells the quality tale.

Badger Brass Manufacturing Co.
Kenosha, Wis., or New York City

"We Hope to Use it Exclusively"

Berling Magneto

THE PIERCE CYCLE CO.,
BUFFALO, N. Y.
writes as follows:

"Our experience with the BERLING magneto has been so satisfactory that we hope to use it exclusively in the future."

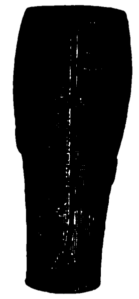
Ericsson Mfg., Co. **Buffalo, New York**

DON'T CONDEMN

all tandem seats just because you have found the old-style attachment lacking the comfort you anticipated. Order the F-N Combination Seat. The tandem that never disappoints, but adds beauty and grace to your motorcycle and comfort for your passenger. Send for the F-N Catalogue.

Fentress-Newton Mfg. Co.
253-255 Lafayette Blvd.
Detroit, Mich.
Service Station, 92 St. Nicholas Ave.,
New York City.

Price, $10.00
Pacific Coast & Rocky Mt. States, $10.50.



Pat. Applied For

Quick As A Wink

That describes the time taken to put on and take off our newest legging.

NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

Just out—selling fast already.

NATHAN NOVELTY MFG. CO.
88A Reade St., N. Y.

VISCO MOTORCYCLE

OILS

Solve the Lubrication Problem

Nothing is more worthy of the rider's careful thought and investigation than the selection of the proper oil for his motor.

The wrong grade of oil sounds the death knell of a motor's efficiency.

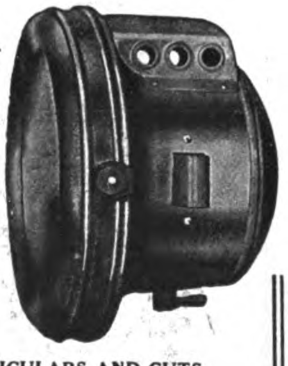
Visco Oils are RIGHT for your motor. They remove every last trace of "grind" and "sweeten" its action until it runs like a sewing machine. If your motor is noisy and sluggish, give it a dose of Visco and watch the result.

Write us for authentic oil data. It means dollars and cents to you.

The Visco Motor Oil Co., Cleveland, Ohio

The Lamp that Makes Daylight Last Longer

B & L Motorcycle Lamps are constructed on a wonderful principle, a principle that assures better lighting service to every B & L equipped rider. The double diffusion and concentration principle assures a double flow of light, one direct and the other diffused.

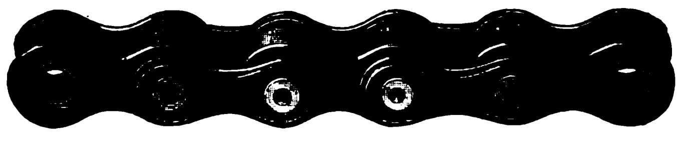


B & L LAMPS

Their sturdy, compact, enduring construction has long made B & L Automobile Lamps the prime favorite among motor car owners. This success will undoubtedly be repeated in the motorcycle field.

JOBBERS SHOULD WRITE FOR PARTICULARS AND CUTS

B & L AUTO LAMP CO., 507-509 W. 35th St., New York

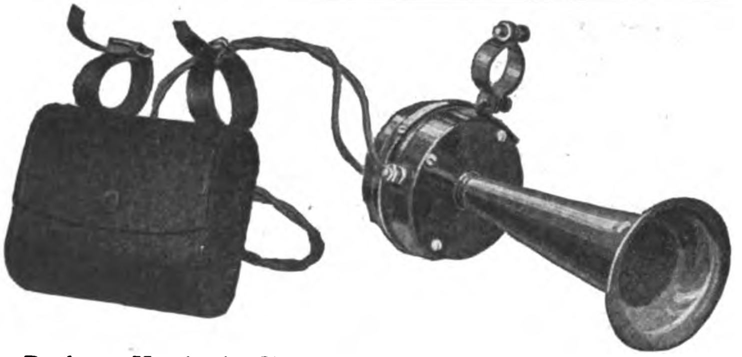


"Duckworth"

Stands for Service and Quality

Insist on Duckworth Chains

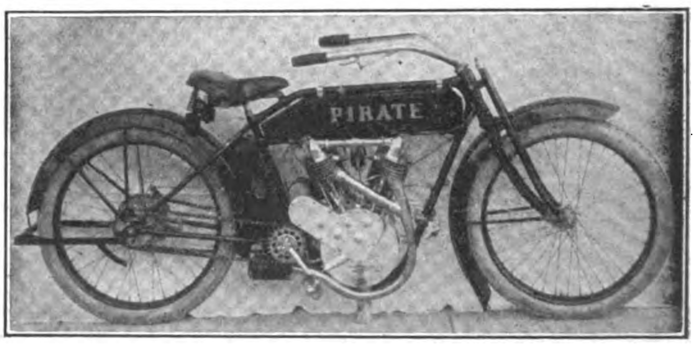
DUCKWORTH CHAIN & MFG. COMPANY
SPRINGFIELD, MASS.



Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.

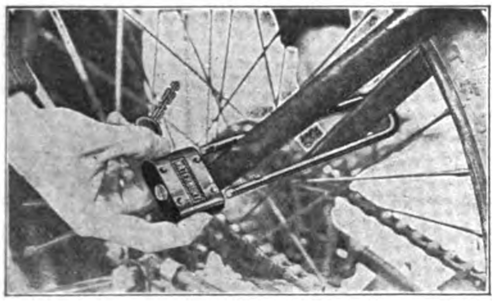
THE PIRATE



Milwaukee Motorcycle Company, Milwaukee, Wis.

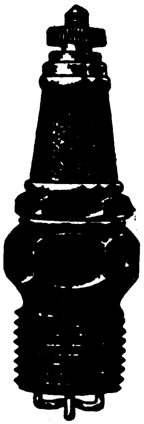
WATERBURY Motorcycle Lock

Waterbury Hardware Co.



414 Broadway N. Y.

Powerful, indestructible, cannot be picked or broken, made of solid brass and steel. Removable steel shackle. An effective preventative of theft or unauthorized use. At your dealer's or sent direct, prepaid, for 75c.



Best by Test

Every Spark "Starts Something"

No Soot, Oil, Gas or Water can Hurt It

The Only Genuine Case Hardened Plug

One Dollar at Your Dealer's or Direct

Next Time Make It a Benton

L. F. BENTON CO., Vergennes, Vt.

HARRIS

TRADE MARK REG. U.S. PAT. OFF.

OILS

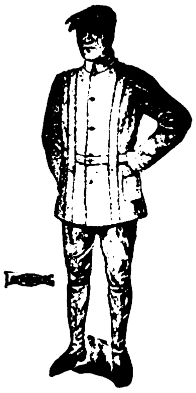
We call HARRIS MOTORCYCLE OIL the "Repeat Order" oil, because users invariably come back for more. It will make your machine run better.

Send for 1 gallon can, 80c.

A. W. HARRIS OIL CO.

326 S. WATER STREET - - - PROVIDENCE, R. I.
143 NO. WABASH AVENUE - - - CHICAGO, ILL.

"A Little Goes A Long Way And Every Drop Counts."



Official F. A. M. Motorcycle Suit.

We Know We Can Suit You

With Loewenberg Motorcycle Suits

Our F. A. M. suits are made according to official requirements. Each coat has the F. A. M. insignia in gilt on blue background on the collar tab.
Our other styles in coats are Norfolk and Double Breasted. These suits are made in olive or drab Government Khaki, Fustian, Moleskin, Corduroy, Priestly Roseberry and the famous Loewenberg

EVRDRI

This latter is our special rainproof material. *Send for Catalog*

THE LOEWENBERG CO.

58 Colden St. Newark, N. J.

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"The Magazine That Is Different"

You should take at least one non-technical magazine and keep up-to-date on the new wonders and advances in electricity and mechanics.

Modern Electrics & Mechanics illustrates and describes these subjects in a style that you will easily understand and enjoy. It contains from 128 to 160 pages monthly and is full of instructive and valuable articles on how to make things at home and answers your questions free. 15 cents per copy on newsstands, $1.50 per year by subscription.

To acquaint new readers with this distinctive magazine we will send a 3 months' trial subscription for 25 cents, stamps or coin.

Can you think of a better investment for a quarter? Better send today.

Modern Electrics & Mechanics

281 Fulton St. New York

DO YOU REALIZE

that your chain bears more strains than any other part of the motorcycle and for that reason should have constant care?

Neglect to lubricate causes the rollers to stick and sprockets to wear.

ELLIS CHAIN DRESSING

Overcomes All Chain Troubles Except Breakage

One application produces absolute quiet and smoothness of transmission. Does not collect dust. Applications needed only once every 700 or 800 miles.

Lengthens Chain Life 40%

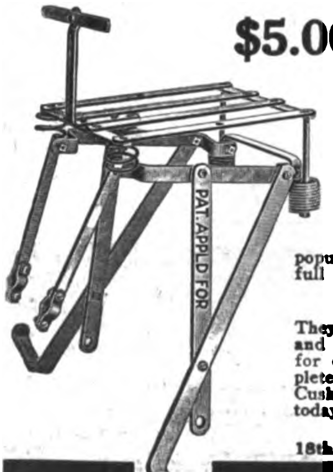
Half pound @ 30c. retail enough for 15 or 20 applications. For a short time only will send ½ lb. to any address on receipt of price.

Dealers, ask your jobber; if he can't supply you, write us.

Jobbers, if you want to sell a live article, we have it.

Ellis Chain Dressing Co.

123 N. Lawrence St. Wichita, Kans.



$5.00 For This Carrier and Seat Complete

Most jobbers and dealers are prepared to furnish Wald Rigid and Spring Carriers. We illustrate our carrier and seat No. 175. This is one of the most popular carriers on the market. Write today for full descriptions of

Wald Carriers

They are made of the finest materials. Jobbers and dealers not yet supplied should write today for our new 1914 proposition. We make a complete line of Combination Carriers and Seats, Cushions, Extension Nuts, etc. Riders, write us today.

WALD MANUFACTURING CO.

18th and Martin Ave. Sheboygan, Wis.

There is none to equal the

V-Ray Motorcycle Spark Plug

Insures perfect ignition and never fails to satisfy; can not be injured by heat or oil.

Guaranteed to Give More Power On

LESS GAS

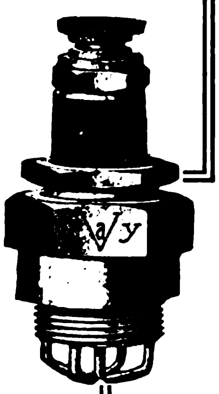
Two Types

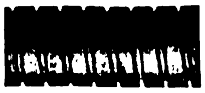
Porcelain $1.00

"MICA" $1.25

At All Jobbers
At All Dealers

The V-Ray Company
MARSHALLTOWN, IOWA





Flexible Metal Hose or Tubing

For carbureter piping, motor exhaust pipe, gasoline hose, wire covering radiator connections, steam, etc. State for what purpose intended, pressure, inside diameter, length, etc.

FLEXIBLE SHAFT CASING, for protecting speedometer shafting and Flexible Electric Arms, placing electric light where needed. Mention inside size, length, and other details.

4 IN 1 TANK VALVE, an emergency tank, strainer, drain cock, sediment cup, and shut off in 1.

POSITIVE AND AUTOMATIC CARBURETERS for **ALL** classes of engines. Give the motor size, speed, connection plan, etc.

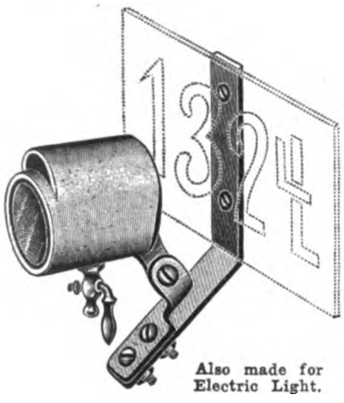
FUEL STRAINERS AND CHECK VALVES, from $1.00 up. State size wanted.

TIRE INFLATING HOSE, basket woven, steel-armored outside, rubber tubing inside. Guaranteed against 200 lbs.

MOTOR GAS LAMP CONNECTORS, with rubber tips; any style, finish and size.

Breeze Carbureter Co. - - Newark, N. J.

MIDGET MOTORCYCLE TAIL LAMP



Also made for Electric Light.

Made of one piece Aluminum casting, highly polished, high-grade lava burner with shut off cock for regulating flow of gas, also connections for electric light. Steel lamp bracket and license bracket, highly nickeled.

Dealers—This is the original and only MIDGET MOTORCYCLE TAIL LAMP and it is now sold direct to you from the Manufacturers. Send us your name and address for our catalogue. We also make Bicycle carriers and Stirrups, Head lamp brackets and Auto timers.

PETERSEN BROS.
1507 N. Keystone Ave., Chicago, Ill.

MOTORCYCLE
ACCESSORIES
GEO. S. MASLEN
509 MARKET STREET
PHILADELPHIA
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1 First get our Big and Handsome 1914 catalog describing and picturing

+ Everything for The Rider and Motorcycle

2 Second, choose what you want and try

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AN EFFICIENT TOURING GUIDE

More than three hundred and fifty motorcycle tours, covering every tourable state in the Union, are illustrated by clear, readable maps and described with striking illustrations in

Motorcycle Tours in the United States

Points of interest are mentioned and the best available roads are indicated.

PRICE, 15c., POSTPAID.

MOTORCYCLE ILLUSTRATED, 51 Chambers Street, NEW YORK

GET READY FOR THE RIDING SEASON

Equip your old motorcycle with high-grade "second" tires. They are "second" in name only and cost ⅓ less than new tires.

28 x 3; 29 x 2¾ Studded U. S. Seconds, shoes—1913	$6.00
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28 x 2¼; 26 x 3½ Goodrich Moulded seconds, shoes—S. C.	3.50
28 x 2½; 26 x 2¼ G. & J. Flat seconds, shoes—D. C.	3.00
26 x 2¼ Goodrich Moulded seconds, shoes—S. C.	3.00
Goodyear 28 x 3—2¼—2½ Tubes	1.50
U. S. Tubes, all sizes	1.50

BUY A NEW MACHINE

Pierce—5 H. P.—36 cu. in.—belt	$150.00
Indian—4 H. P.—free engine—belt	150.00
Indian—4 H. P.—free engine—chain	160.00

Send for Our New Catalog---Now Ready

Motorcycle Manual free with all orders amounting to $5.00.

F. A. BAKER & CO. 10 Warren St., New York City

SAMSON
LOUD—STRONG—SIMPLE
MOTORCYCLE ELECTRIC HORN
FIRST MADE—STILL BEST

Our No. 22 Samson Horn has solved the problem—thousands are in use and they have proven uniformly satisfactory.

Our No. 30 Case and Special No. 3 long-lived battery recommended.

Two or three dry cells furnish enough current.

(This horn cannot be run off of magneto.)

Liberal Discounts to Dealers.

AMERICAN ELECTRIC CO.
Makers
State and 64th Sts., CHICAGO, ILL.

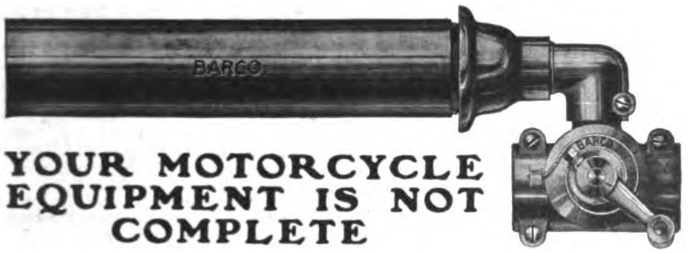
$5.00 Horn

Push and Cord, No. 30 Battery and Carrying Case $1.50 extra.

FEDERAL MOTORCYCLE TIRES

"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee



YOUR MOTORCYCLE EQUIPMENT IS NOT COMPLETE

without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautifully toned chime horn by simply pressing your foot on a foot pedal.

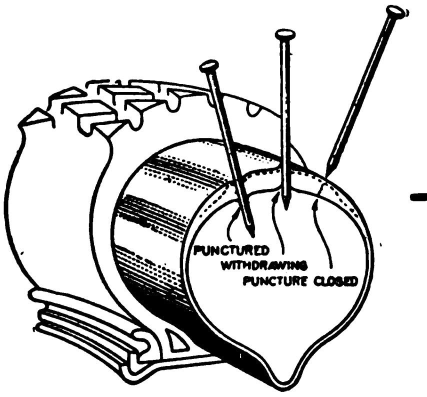
START THE SEASON RIGHT

by ordering one from your dealer now, or writing your address across this page and mailing it in for descriptive catalog.

1914 FEATURES

Foot or Hand control.
Unobstructed exhaust passages in valve.
Three tones of the chime in one tube.
Solid malleable iron valve or steel bolt-on valve.
Prompt delivery.
$5.00 List.
Extra Large Size $6.00.

Barco Brass & Joint Co.
CHICAGO



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by re… of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

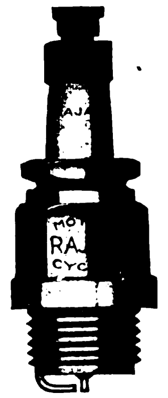
NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

VOORHEES RUBBER MFG. CO.
Sole Manufacturers
Main Office and Works: 18 to 46 Bostwick Ave.
JERSEY CITY, N. J., U. S. A.

NEW YORK STORE
38 Vesey Street

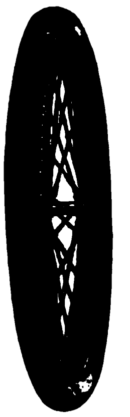
BOSTON STORE
280 Columbus Ave.



RAJAH
MOTORCYCLE PLUG

Highest grade imported Motorcycle Porcelain.
Simplest possible construction for cleaning and repairing. Only four parts: shell, bushing, porcelain and gasket.
Three sizes—Metric, ½" and ⅞-18.
Thumb Nut Terminal with each Plug for convenient attachment to wires which have not Rajah or Indian Terminals.
Send postal for catalog and interesting testimonials. Price, $1.25 Postpaid.

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.



We Ship On Approval
And Allow TEN DAYS' FREE TRIAL

The best "Nonskid", puncture-proof device for automobiles, commercia cars and motorcycles

Try Them At Our Expense
Be your own judge—don't take anyone's word for it. *"The proof of the pudding is in the eating."*

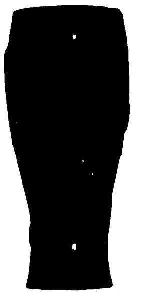
Perfect Score in 4 Glidden Tours
Twin Cities to Fargo, N. D., 1909.
Twin Cities to Helena, Mont., 1911.
New York City to Jacksonville, Fla., 1911.
Twin Cities to Winnipeg, 1912.

It only costs one cent to learn our prices and guarantee on "Brictson" Detachable Treads.

Write Today for Full Particulars.

THE BRICTSON MFG. CO.
2534 Main Street Brookings, S. D.

HALCO "Q D"



Pat. Appl'd For

No bothersome buckles and straps on the

Halco "Q D" Putties

You can put them on and off in the dark, in a jiffy—and yet the "Q D" fastener holds securely.
The two sizes. Medium and Large, can be adjusted to fit any leg.

In Addition

to the beneficial convenience of the "Quick Detachable" feature in HALCO "Q D" PUTTIES, you get the finest selected leather, thus assuring of long wearing quality.
Write on your letterhead for catalog P. D. Q., and mention your dealer's name.

The Quickest Seller Ever Sold
—
Everybody's Buying Them

THE HAGERSTOWN LEGGING CO., Hagerstown, Md.

"Shocks and Bumps Don't Bother Me"

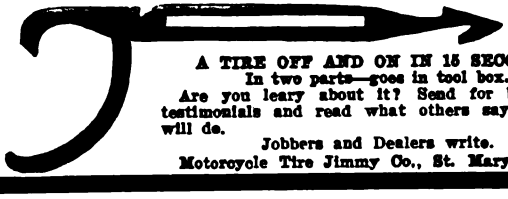
"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave.
Toledo, O.

THE MOTORCYCLE TIRE JIMMY



Price
$1.00
Sent
Postpaid

A TIRE OFF AND ON IN 15 SECONDS.
In two parts—goes in tool box.
Are you leary about it? Send for booklet of testimonials and read what others say. A card will do.
Jobbers and Dealers write.
Motorcycle Tire Jimmy Co., St. Marys, Ohio.

WE GIVE

Better service on Parts than most manufacturers—to satisfy yourself—TRY US. We carry in stock for: Thor, Indian, F-N, M-M, Royal-Pioneer, Curtiss, Marvel, also for all models Eclipse Clutches and Coaster Brakes, as well as Thor, Corbin and New Departure Brakes. We repair broken Crank Cases, Cylinders and other Castings by the Oxy-Acetylene Welding Process.

THE NEW YORK MOTORCYCLE CO., Inc.
Thor Distributors 782—8th Avenue, New York

CYLINDERS
Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO., Racine, WIS.

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 23, Station N.
New York City

Advertise Your Wants in
THE MART
THREE CENTS A WORD

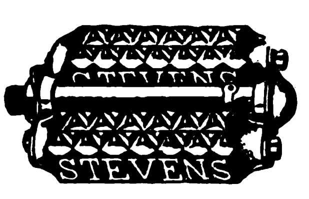
RENOLD
"The Chains of Proven Reliability"
PETER A. FRASSE & CO., Inc.
Sole United States Representatives
410 Canal Street NEW YORK

PATENTS!

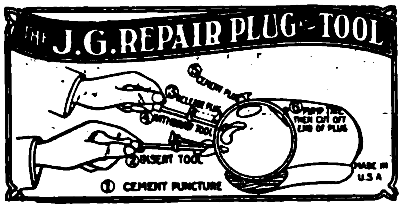
WHY NOT PATENT THAT INVENTION!
IT MAY MAKE YOUR FORTUNE!

My expert, confidential and personal service insures protection.
Booklet and advice Free. Terms reasonable. Write me before you apply for a patent.

LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W.,
Washington, D. C.



STEVENS'
Celebrated Motorcycle Pedals
AND
BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World
STEVENS & CO., 375 BROADWAY New York



Tire Repairs in 10 Seconds!
You can instantly and effectively close a hole in your tire casing with a J. G. Repair Plug and Tool. A boon to every rider. Get one of these kits for your tool-box. It's absolutely indispensable. Price, postpaid, 50c.
Dealers—Get our proposition.
JOSEPH GLANZ
379 Capitol Ave., Hartford, Conn.

Are You Alive
To an opportunity of saving time and money in buying motorcycle or bicycle accessories? IF YOU ARE order from the "live-wire-house." Send for Monthly Bargain List.
The Haverford Cycle Co., 827 Arch St., Philadelphia, Pa.

TEMPTING MOTORCYCLE BARGAINS
You will find in our large, high grade assortment of slightly used motorcycles, probably just the Motorcycle you want at just the price you want to pay.
Send us a postal for Complete Bargain List and Prices.
GREEN'S PURCHASING AGENCY
Dept. M. I., 62nd St. and Central Park West New York City

Mosler
Spit Fire Plugs
ARE THE BEST
A. R. MOSLER & CO.,
P. O. BOX "M"
MT. VERNON. N.Y.

Ford Owners
Use
MOSLER
SUPERIOR
PLUGS

SPROCKETS

HYDRAULIC
HYDRAULIC PRESSED
STEEL CO. CLEVELAND OHIO.

THE NEW "N. A." BREEZE

Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market.
Works Perfectly When Throttled Down to 230 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
All air ports have been enlarged.
A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.
Send for free catalog. Our Engine Trouble Text
Book, 54 pages, will be mailed for 10 cents.

BREEZE CARBURETER CO. NEWARK, N. J.

All
Sizes
and
Styles
$1

Red Head
SPARK PLUG

Emil
Grossman Mfg.
Co., Inc.
Bush Terminal,
Building 20,
Brooklyn (N. Y
City), U. S. A.
944 Woodward
Ave., Detroit,
Mich.

Jericho Motorcycle Horn
Price complete, $4.50
Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or
THE RANDALL FAICHNEY CO., Mfgrs. - - Boston, Mass.

Extra large size
14" x 13" wide
Used as exclusive equipment on 1914 Indians

MESINGER

Mesinger Motorcycle Grips

Mesinger Motorcycle Grips are the product of an insistent demand for a more substantial, a more reliable handle than the ordinary rubber. Mesinger Grips are made of two thicknesses of leather with inserted spring leaves to give elasticity. They are guaranteed not to break or give in any way.

Since the inception of the motorcycle industry the name MESINGER has been the hall-mark of saddle quality. The first saddle made in the United States was a Mesinger—they are the saddles of a generation.

Hence, Mesinger quality is no mere illusion. It is present, for every eye to see. It is shown in every inch of Mesinger saddle construction. It is the product of years of experience in proper saddle building.

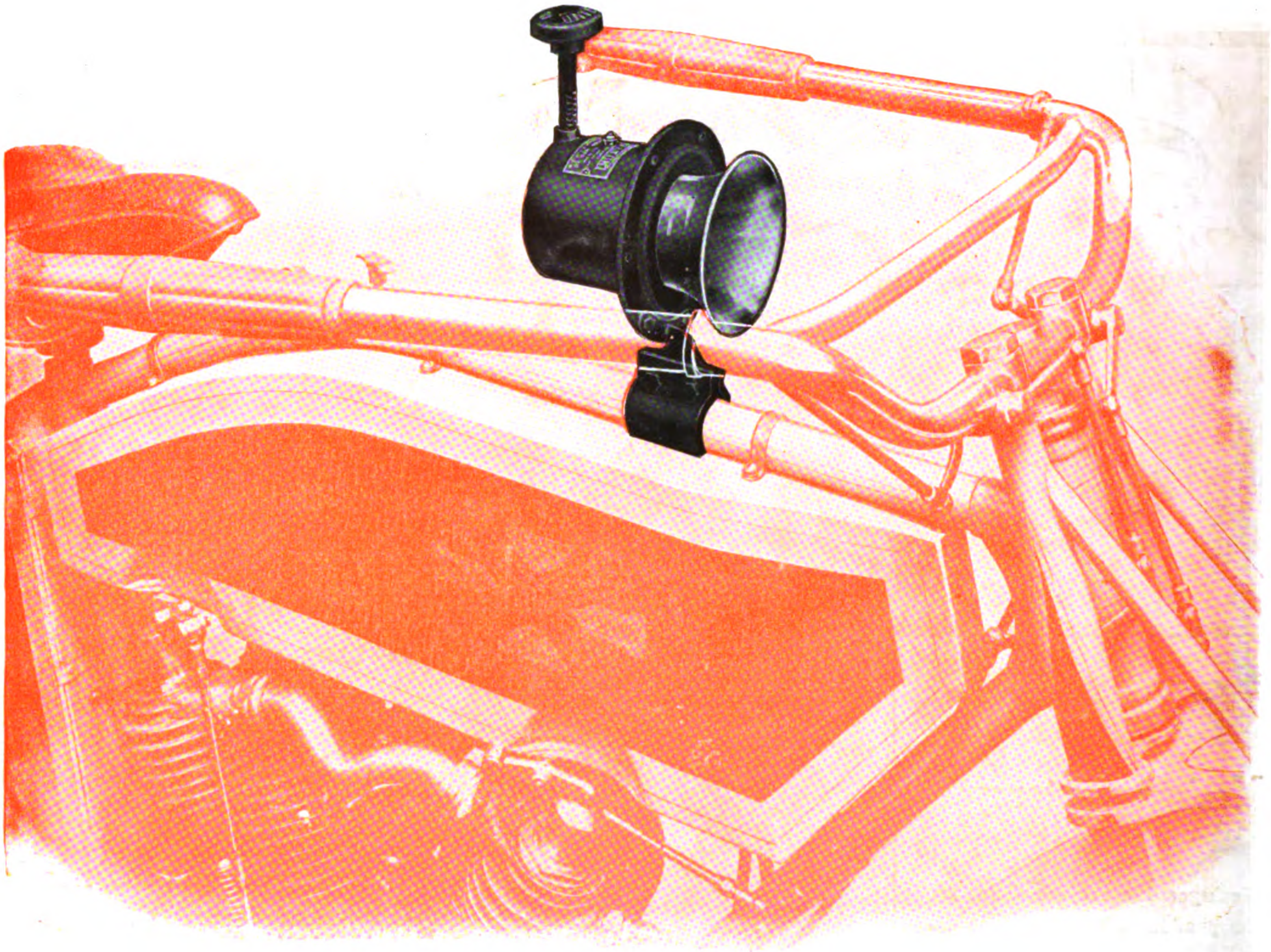
THAT is why the Mesinger saddle is today conceded to be as comfortable, as durable, as handsome as is possible for master saddle-builders to produce. Do not take our word for it—

"ASK THE RIDER AND WATCH HIM RIDING."

Extra large size
14½" x 12¾" wide

H. & F. MESINGER MFG. CO.

144th Street and Austin Place, N. Y.



The Motorcycle Klaxon

THE MOTORCYCLE KLAXON is the signal for motorcycle owners who want the very best signal they can buy.

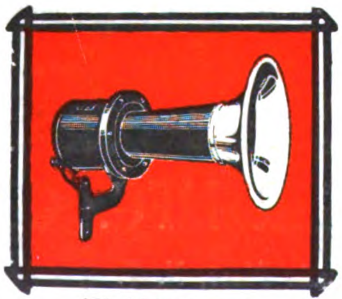
The Motorcycle Klaxon is a real Klaxon in every particular. It is exactly like the Hand Klaxon for automobiles except that it has a short projector and is fitted with a special clamp for attaching to the bus-bar of the motorcycle.

It has the big Klaxon note — not a small imitation, but the real thing. It never fails to get you the attention you deserve from other road users.

It costs $10. For your $10 you get more than the best motorcycle signal made. You get Klaxon Service — just the same as the owners of automobile Klaxons do.

That means that your Motorcycle Klaxon is guaranteed PERMANENTLY. That this Company binds itself to see that it gives satisfactory service without limit as to time. There are no strings attached to this guarantee.

Any dealer in motorcycle supplies will show you the Motorcycle Klaxon. For further information, address Dept. M.

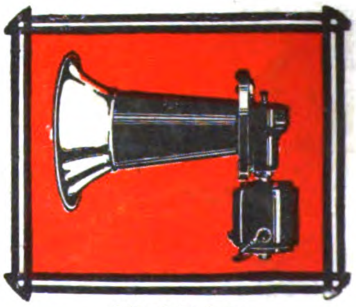


KLAXONET

Lovell-McConnell Mfg. Company Newark, N.J., U.S.A.

KLAXON

"The Public Safety Signal"



KLAXON

This advertisement planned, written and set up entirely in the Klaxon Factory. Type composition by the Klaxon Press with "Klaxon" type especially designed by Goudy.

MARCH 19, 1914 10 CENTS A COPY

MAR 20

MOTORCYCLE ILLUSTRATED

Published Every Other Thursday by the
Motorcycle Publishing Co., 51 Chambers St., N. Y.

SECOND MARCH NUMBER

"Here comes an Indian—the machine that evolved motorcycle electricity!"

Of all departures made by the Indian for motorcycle development, its 1914 electrical equipment has received the readiest and most extensive recognition both in America and abroad.

Behind this success is a story of more than twelve months' engineering endeavor—research—deliberation—selection—test—and costly experimentation, before the Engineering Department stamped its final O. K. on every minute mechanism and made this announcement:

Indian Motocycle

for 1914—all standard models equipped with electric head light, electric tail light, electric signal and two sets of high amperage storage batteries.

The Indian electric lighting system, especially, qualifies as the most advanced mode of illumination today for the motorcycle. It has been proven at all the cardinal points:

—powerfulness —economy —convenience
—reliability —accident resistance —wear

Each battery is ample for 750 miles of night riding—cost of recharging is very small. The total electrical mechanism is protected against vibration and shock by the Cradle Spring Frame and Fork—devices which play a large part in motorcycle electricity as evolved by the Indian.

2500 Indian Dealers are ready to demonstrate the electrically-equipped Indian to you. 1914 Catalog Ready.

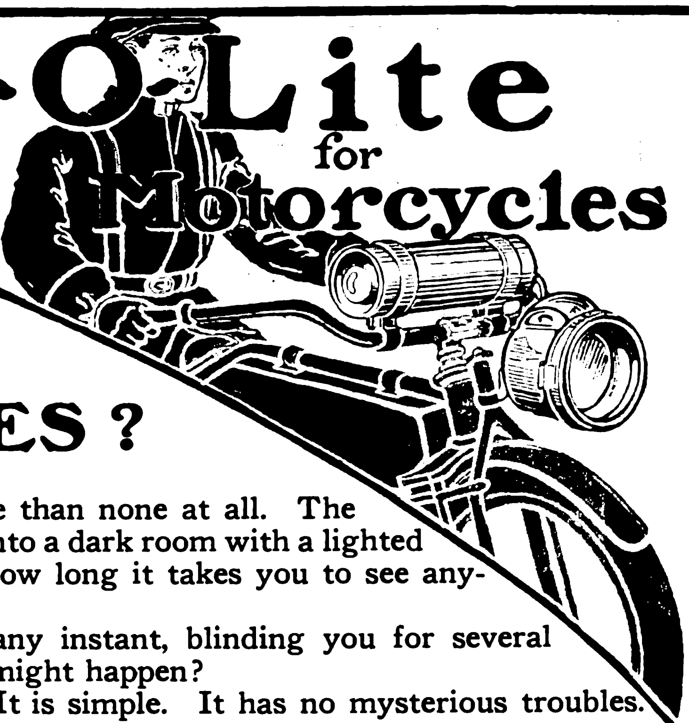
Hendee Manufacturing Co., Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago Dallas Atlanta Kansas City Toronto Minneapolis Melbourne Denver London San Francisco

Prest-O-Lite for Motorcycles



CAN YOU AFFORD TO TAKE CHANCES ?

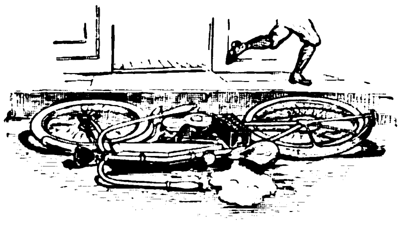
An unreliable light may prove worse than none at all. The sudden failure of a light blinds you. Go into a dark room with a lighted match, blow out the match and notice how long it takes you to see anything.

Electric light is apt to snap out at any instant, blinding you for several moments. Before you could stop, what might happen?

Prest-O-Lite is absolutely reliable. It is simple. It has no mysterious troubles. Needs no expensive repairs. Backed by service everywhere.

It is the most convenient light you can use, and gives the best road light. Prest-O-Lite gas costs no more than running a carbide generator, and costs only 1/3 to 1/5 as much as electric light.

How About This



Occasionally you come back to find the machine lying on one side. A small boy or the wind has tipped it over. Or perhaps you take an occasional spill. Storage batteries can't stand such treatment. And storage batteries cost money.

If anyone claims his battery will stand it, ask him to hold it 3 feet from the ground and let it fall. Then see what happens to the plates and acid.

If he won't risk the test, why should you risk it on a dark night, with your safety at stake?

To The Dealer

Riders have been quick to see why electric light is not practical on motorcycles.

Prest-O-Lite has very few troubles, breeds no kicks, makes no enemies, and doesn't compel you to dip into your pockets for free service.

Prest-O-Lite saves money for your customer and makes money for you. What more could you ask?

If your competitor is trying to force electric lights on his customers, it is his mistake and your opportunity—and most riders know it already.

You can easily sell a Prest-O-Lite every time you sell a motorcycle, and sell more motorcycles because you are selling Prest-O-Lite.

Try Pres-O-Lite 30 Days—FREE

You can prove all our assertions about Prest-O-Lite, by taking advantage of our 30 days' free trial offer.

Will the maker of any other lighting system let you try his light 30 days free? Ask him?

Before you buy any system, get the facts on ALL systems by using the coupon.

IMPORTANT

In any combination of equipment, insist on Prest-O-Lite.

Any manufacturer or dealer, who is offering a combination of equipment, will include Prest-O-Lite if you insist.

If you know all the facts, you will insist. Get the facts. Use the coupon.

THE PREST-O-LITE CO., Inc.,
246 Speedway, Indianapolis, Ind.
(Contributors to Lincoln Highway)
Exchange Agencies Everywhere.

Use the coupon today

The Prest-O-Lite Co., Inc.,
246 Speedway, Indianapolis, Ind.

Please send facts on ALL Lighting Systems

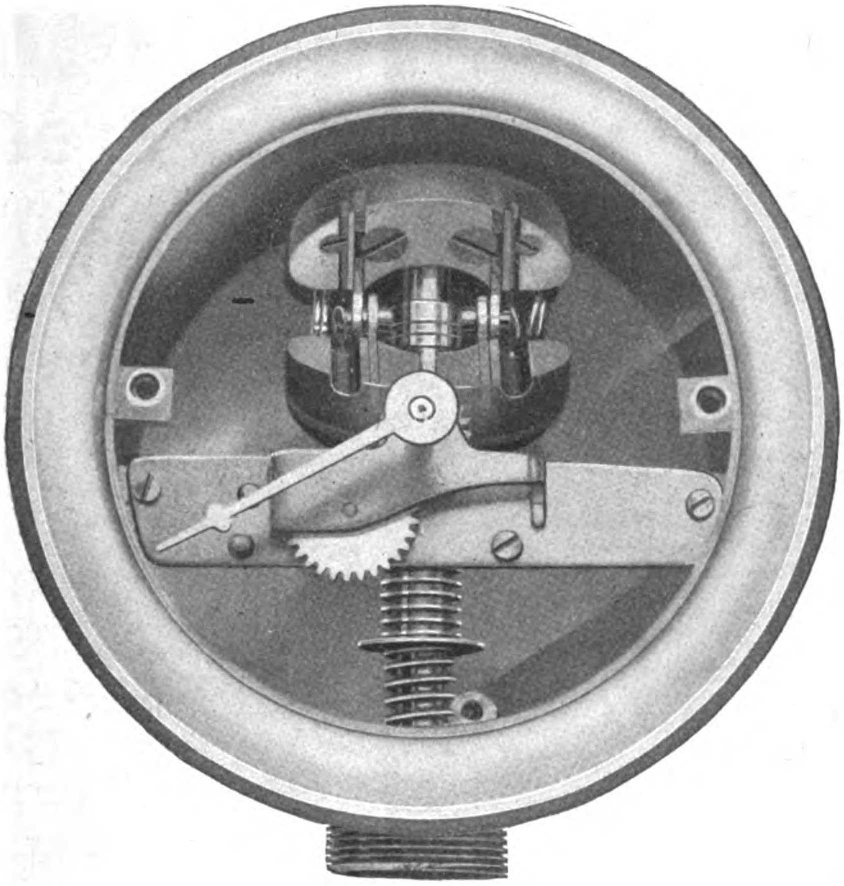
to ....

....

....

CORBIN-BROWN SPEEDOMETER

"The Speedometer of Absolute Accuracy"



Why The Centrifugal Principle?

(1) At Washington, exhaustive tests made by the Bureau of Statistics proved that the *centrifugal* speedometer showed no *appreciable variation* when subjected to zero temperature as one extreme and 100° Fahrenheit as the other.

(2) It has been repeatedly demonstrated that, unlike other speedometers, the indicator of the centrifugal speedometer does not oscillate when machine hits the rough spots.

(3) The simplicity of the Centrifugal principle is an assurance of mechanical accuracy and durability.

Write for Catalog

THE CORBIN SCREW CORPORATION

THE AMERICAN HARDWARE CORPORATION, Successors

NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

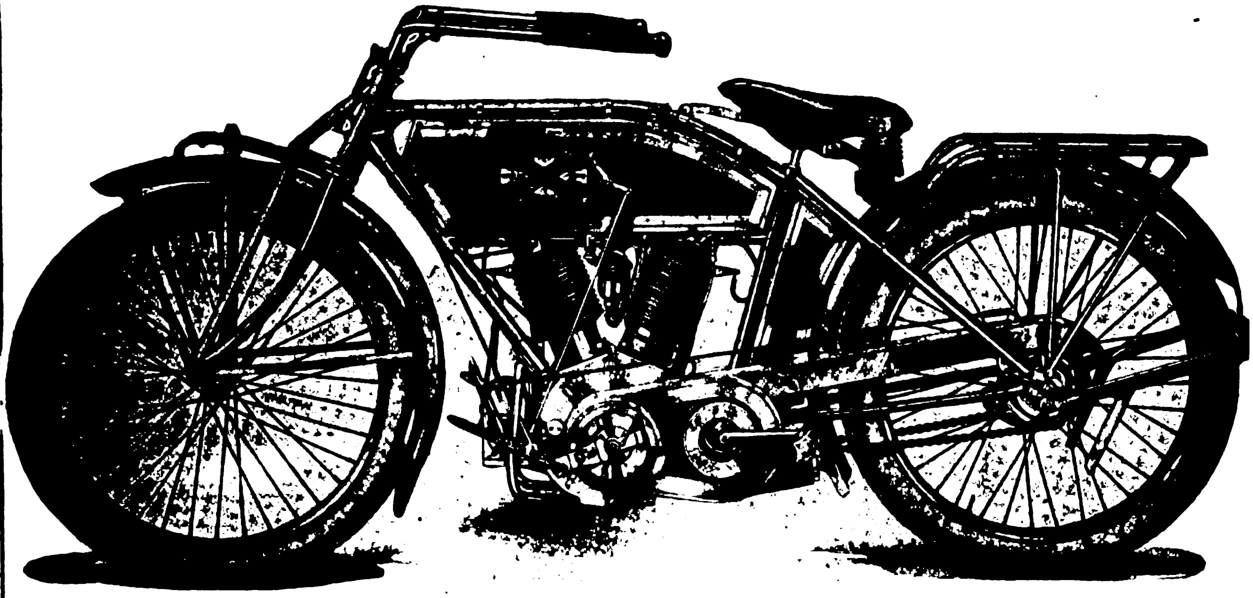
Diamond
Safety Tread (Squeegee) Motorcycle Tires

When you turn your machine loose for a run you like to feel somewhat sure that there will be no spills to spoil the trip. If your motorcycle is equipped with the Diamond Safety (Squeegee) Tread Tires, a quick turn, a corner rounded at a high speed, or a car track crossed at the wrong angle are robbed of their possibilities of danger by the tough rubber fingers that hang onto the roadway and *keep you right side up.*

You're certainly taking some chances when you attempt to "beat it" with other tires on muddy or wet streets, but Diamond Safety (Squeegee) Treads are the ones that will give you that "life insurance" feeling of security.

Try 'em out

The IMPORTANCE of RIGID FRAME CONSTRUCTION



Model 7-C, 7-10 Horsepower, $225.00.

The consistent Speed, Power and Dependability of the

EXCELSIOR AUTOCYCLE

is commonly credited to the motor. If the motor were not right the power would not be there, but the efficiency of the machine is largely dependent upon the proportion of motor power delivered to the rear wheel.

This proportion is in turn entirely dependent upon the rigidity of the frame and its ability to meet all the severe strains of road service and preserve the proper alignment of every part of the power transmitting mechanism.

The Rigid Straight Line Frame of the

EXCELSIOR AUTOCYCLE

meets these requirements to a degree absolutely impossible in any frame constructed with hinges, springs or other flexible parts.

The five point motor support and triangular construction of the EXCELSIOR Frame insures PERFECT ALIGNMENT OF EVERY DETAIL and consequently maximum efficiency both as to Power, Speed and Economy of maintenance.

The utmost degree of comfort of the rider is attained through the EXCELSIOR Kumfort Kushion seat post, folding foot rests, correct position and perfect balance without any sacrifice of rigidity or serviceability of the frame.

These are points of greatest importance that should be carefully considered by every purchaser of a motorcycle.

There are many other important details in which the

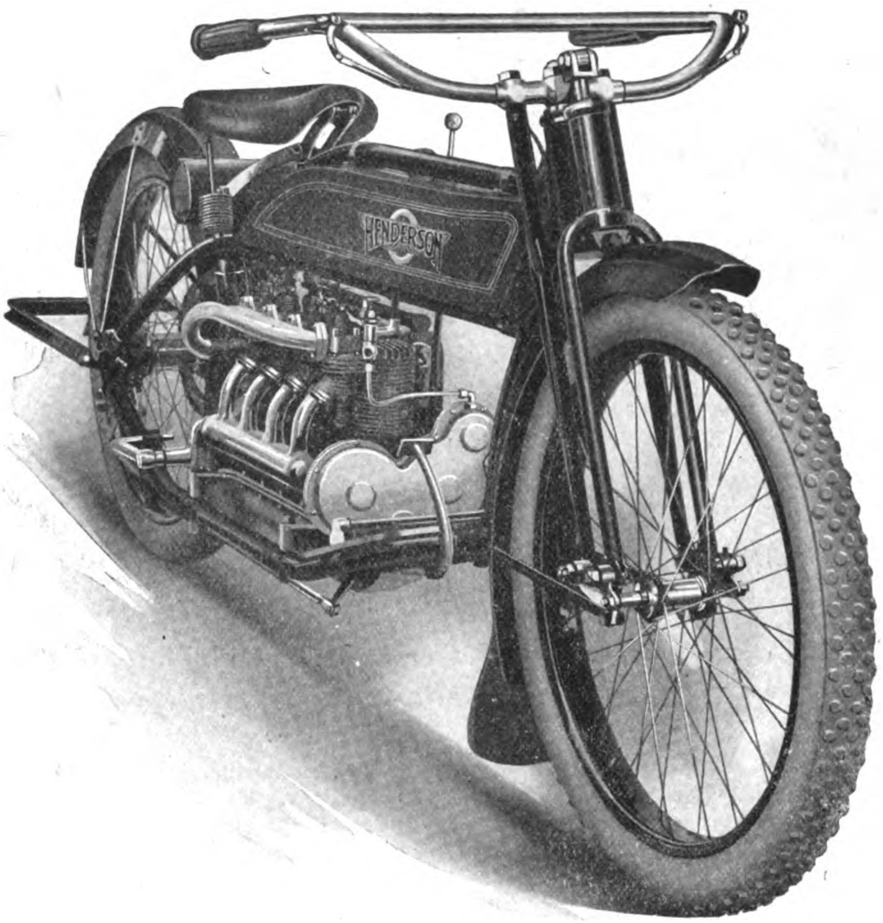
EXCELSIOR AUTOCYCLE

is equally superior. Our catalog or the nearest dealer will show you.

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Streets, Chicago

STOP THAT LOSS!



INVESTIGATE, trade possibilities in your territory. You will find that the actual "selling field" has only been "skimmed over."

COMPARE, the wonderful possibilities of the right kind of a motorcycle in hundreds of business pursuits in your territory:—With the number of machines and business men that are actually using them.

WRITE, at once and allow us to explain how you can grasp this new business by handling the Henderson.

The Henderson Four
will meet the needs of your new trade when all other makes fail. Its constant power for heavy loads at low speed—its adaptability over all other makes to side car and delivery van—its construction with the bridge builder's factor of safety built in every machine will secure that business you are now losing.

Henderson Motorcycle Company, Detroit, Michigan

Chicago
2007 So. Michigan Ave.

Factory Branches

San Francisco
1542 Market Street

Empire Tires for Severe Service

Read This Letter:

Empire Tire Company,
Chicago, Ill.
STAUNTON, VA., February 6, 1914.
Attention: E. B. McKay.

Gentlemen:—

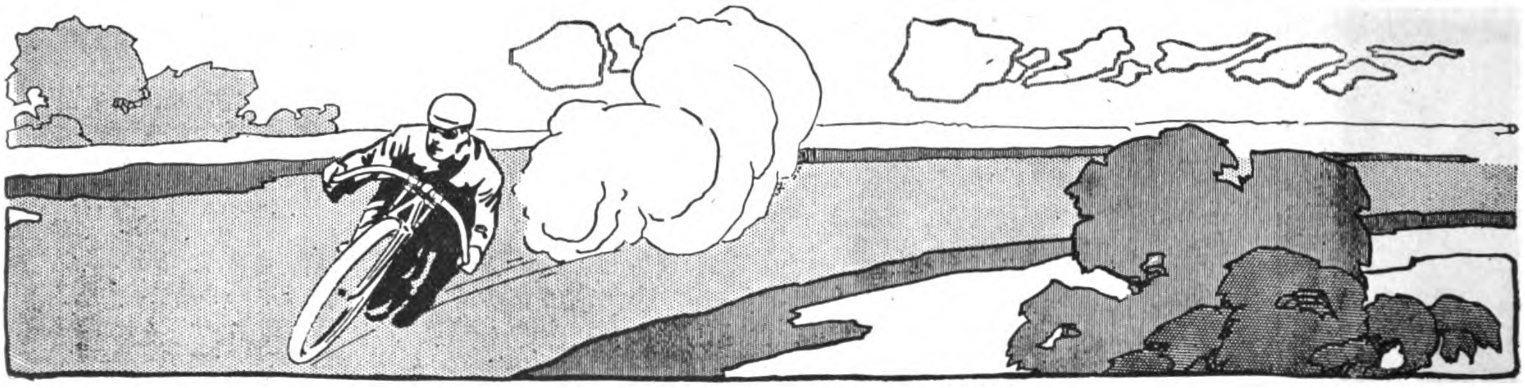
The writer was very much disappointed this morning to learn that you had not been notified of the very fine performance which the EMPIRE MOTORCYCLE TIRES you sent us made for themselves on our recent severe test trip from Cleveland to Staunton. The tires were never pumped up from the time they left Cleveland until considerably after their arrival in Staunton. You doubtless appreciate what terrific roads and severe tire conditions we must have encountered on a trip of this kind.

It may be, however, that you have already noticed mention of the tire performance in some of the trade papers. Page 72 of the Jan. 22d issue of "Motor Age" gives the Empire tires quite a little mention, and the picture on that same page shows the car just after fording a snow stream, one of the most severe tests of the entire trip. We ran 12 miles from this point on over the loose stones shown in the picture, the writer expecting every minute to hear any one, or all, of the tires blow out.

Thinking this will be of interest to you, we beg to remain,

Yours truly, THE FALCON CYCLECAR COMPANY
FRH/CR F. R. HOLT, Consulting Engineer.

Empire Rubber & Tire Co., Factories, Trenton, N. J.



BULLETIN

We have just received word of the wonderful victory of regular 1914 stock Flying Merkel Motorcycles in the two biggest races of the year in South America.

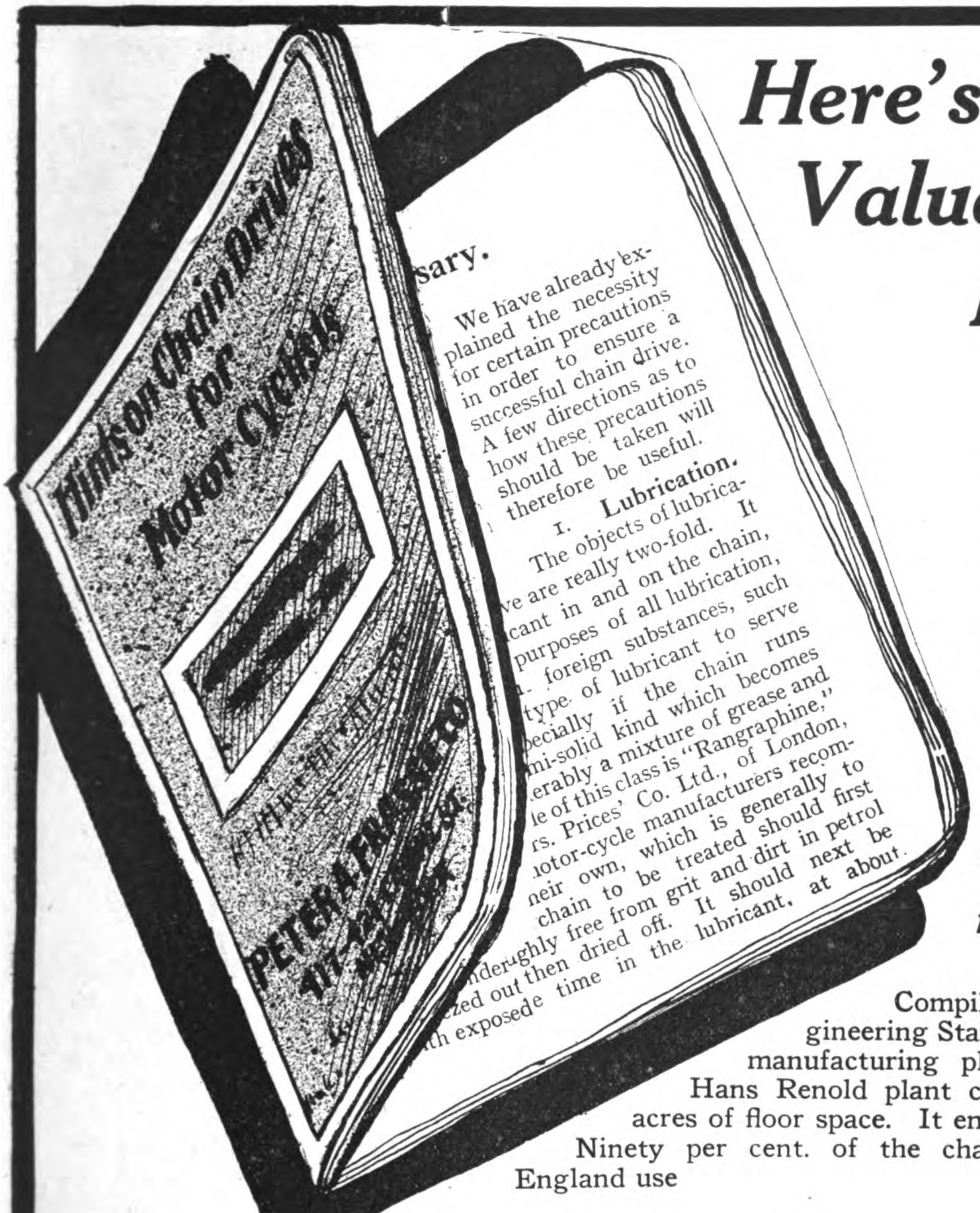
In the annual Criterium Motociclista, organized by the Automobile Club of Argentina, distance 450 kilometers, held between Buenos Aires and Rosario, Sr. Raul Riganti, riding a chain drive 7 h. p. Flying Merkel scored a brilliant triumph. He covered the rough course in 7 hours 48 minutes, breaking the former record by 2 hours 11 minutes. He did not have the slightest mechanical trouble from start to finish, and won the race by 12 minutes, defeating the best American and European machines.

ONCE MORE: In the annual National race of Paraguay, known as the Asuncion-Villa Rica race, Sr. A. Munoz, on a regular stock 7 h. p. Flying Merkel, won the race (distance 348 kil.) easily, defeating the best riders in South America, a number of them being mounted on machines of higher horsepower. As we always have said:

"If it passes you, it's a Flying Merkel."

THE MIAMI CYCLE & MFG. CO.

460 Hanover St. *Middletown, Ohio*


Hints on Chain Drives for Motor Cyclists
Peter A. Frasse & Co.
417-
sary.
We have already ex-
plained the necessity
for certain precautions
in order to ensure a
successful chain drive.
A few directions as to
how these precautions
should be taken will
therefore be useful.
1. Lubrication.
The objects of lubrica-
ve are really two-fold. It
cant in and on the chain,
purposes of all lubrication,
foreign substances, such
type of lubricant to serve
ecially if the chain runs
mi-solid kind which becomes
erably a mixture of grease and
le of this class is "Rangraphine,"
rs. Prices' Co. Ltd., of London,
otor-cycle manufacturers recom-
neir own, which is generally to
chain to be treated should first
nderughly free from grit and dirt in petrol
zed out then dried off. It should next be
th exposede time in the lubricant, at about

Here's a Really Valuable Book Free!

This is no "advertising dodge." It is a really interesting and instructive treatise on the proper care of chains. It is absolutely invaluable to the rider of a chain drive machine, and to the dealer who wants to give the proper service to his customers.

"Hints on Chain Drives for Motorcyclists"

Compiled and edited by the Engineering Staff of the largest cycle chain manufacturing plant in the world. The Hans Renold plant covers seven and one-half acres of floor space. It employs over 1,300 workers. Ninety per cent. of the chain-driven motorcycles in England use

Renold Chains

"The Chains of Proven Reliability"

Their faith in Renold Chains has invariably been sustained. Practically every important international road race has been won with RENOLD Chains. For three consecutive years RENNOLD CHAINS have been victorious in the famous Tourist Trophy Race, the world's motorcycle classic.

For thirty-three years they have been the recognized premier chains in Europe.

Jobbers and Dealers should write at once for our proposition. Deliveries can be made with unusual promptness.

Sign the coupon in the corner and send it to us at once.

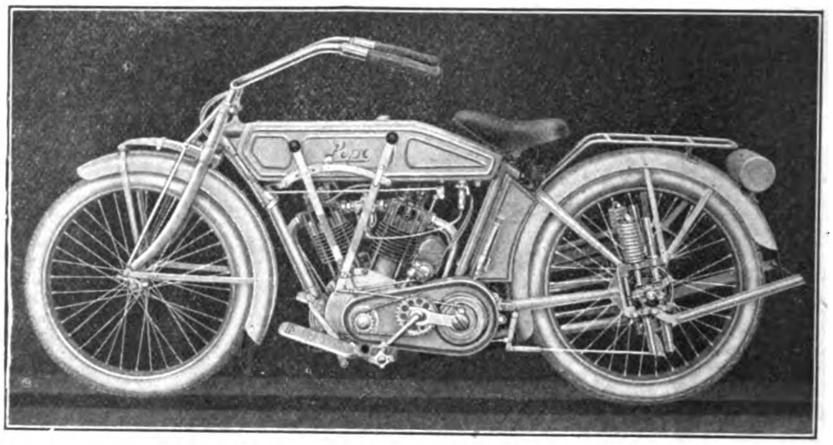
Peter A. Frasse & Co., 417-421 Canal St., New York

Peter A. Frasse & Co.,
417-421 Canal St., N. Y.
....
....
Name ....
Address ....

The Machine at the Top

FOR

Quality, Comfort, Power and Improved Mechanism



MODEL R-14 TWO SPEED. PRICE $285.00.

This machine contains the latest developments in metals and methods of power transmission; with our wonderful overhead valve Twin Cylinder engine.

The engine is that type which produces 15.4 H. P., and is fitted with roller bearing connecting rods, extra heavy rocker arms, yokes and other operating parts.

The change gear mechanism comprises two sets of "automobile heavy" gears, constantly in mesh and mounted on wear defying bearings.

The operation of the Two Speed is by an interlocking lever, which prevents the gears from being shifted while the clutch is engaged, and insures the proper mating of the parts before the engine power can again be applied.

The driving chains are extra heavy and extra wide, imported Renold chains (the highest value in the world).

By our means of transmission the pull of each chain is equalized and so arranged that there is no side strain on the frame.

The Pope Rear Spring Suspension has been made doubly heavy to provide for sidecar and tandem service. The saddle position is unusually low, making control very easy.

The best procurable equipment has been attached, resulting in a perfectly balanced and very attractive machine.

Proof of This Machine's Stability is Founded on Extraordinary Trials.

Every conceivable test of the machine has been given, not of special parts, but those which will be in all the product.
Over 8,000 miles road use shows no unusual wear.
Runs were made of 200 continuous miles, using low gear constantly.
On other tests, the gears were shifted over 800 times in a morning's ride.
These results, and the fact that no grade has been found impossible to surmount, indicates conclusively that the machine contains the material and mechanism which you want.

REMEMBER ALL OUR MOTORCYCLES ARE ROAD TESTED FOR SPEED, POWER AND CORRECT ADJUSTMENT, NOT ONE ESCAPES. THIS INSURES TO THE PURCHASER THE ACCURACY OF PRODUCTION WHICH HE IS ENTITLED TO.

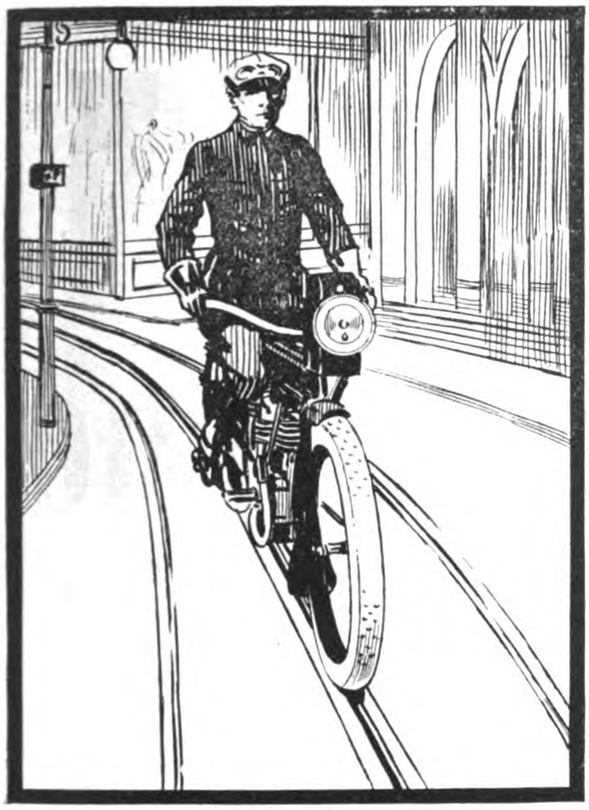
Dealers should order now. **Catalog for the asking.**

THE POPE MANUFACTURING COMPANY

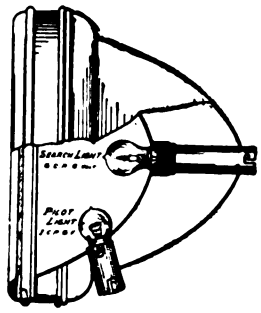
11 Cycle Street **WESTFIELD, MASS., U. S. A.**

POPE MOTORCYCLE DISTRIBUTORS.

Northwest: F. P. Keenan Co., Portland, Ore. Northern Cal. and Nevada: Kimball Upson Co., Sacramento. So. Calif. and Arizona: G. L. Smith, Los Angeles. Colorado: Pettee Cycle Co., Denver. So. Dak., Northwestern Iowa, So. Western Minn.: Van Brunt-Bleeg Co., Sioux Falls.
WHOLESALE: KANSAS—Ellis Bicycle Co., Wichita; Johnson & Mularky, Beloit; A. Hood & Sons Imp. Co., Pittsburgh. KENTUCKKY—Jos. Candioto, Lexington. MISSOURI—W. Bell, Kansas City. MONTANA—Behrendt Brothers, Billings. DISTRICT OF COLUMBIA—T. N. Mudd, Jr., Washington. FLORIDA—Dilts & Jelliffe, Miami. MARYLAND—Fred Tiemeyer Motor & Supply Co., Baltimore. GEORGIA—L. S. Crane, Atlanta. MASSACHUSETTS—New England Manufacturing Co., Boston; Lynn Sporting Goods Co., Lynn; C. F. Wing Co., New Bedford. NEW JERSEY—Charles Krebs, Newark; Howard Cycle Co., Trenton. NEW YORK—George Uniss, Brooklyn; Poppenburg Motorcycle House, Buffalo; Amos Shirley, 935 Eighth Ave., New York; Maecherlein, Bloss Co., Rochester; Doubleday-Knowland Co., Syracuse. OHIO—Cincinnati Motorcycle Co., Cincinnati; F. E. Reibold, Dayton; Mansfield Motorcycle Garage, Mansfield; Hemm Brothers, Piqua; Mahoning Cycle Co., Youngstown. PENNSYLVANIA—Auto Motorcycle Co., Philadelphia; W. W. Bennett Motor Car Co., Pittsburgh; James Mayo, Reading. INDIANA—Koch Outfitting Co., Evansville; Merz Motor Co., Indianapolis. ILLINOIS—Whipple. The Motorcycle Man, Chicago; Central Vulcanising Co., Peoria. TEXAS—W. C. Stripling, Fort Worth. IOWA—F. R. Whitney, Cedar Rapids. NEBRASKA—Diers Cyclery, Omaha. MINNESOTA—St. Paul Cycle Exchange, St. Paul. MICHIGAN—Leo H. Slipson, Detroit. UTAH—Western Arms & Sporting Goods Co., Salt Lake City. WISCONSIN—John Kuenzli, Milwaukee.



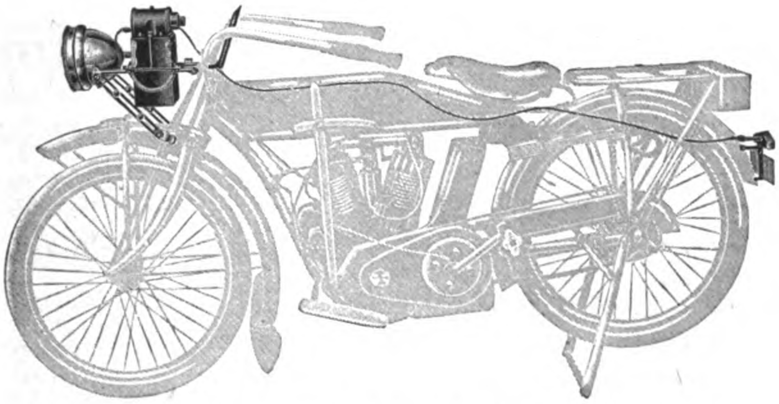
OLD SOL LIGHTING·SYSTEMS



JAMES BURROUGHS, Excelsior dealer of Bridgeport Conn., says: "After equipping my motorcycle with an 'Old Sol' Electric Lighting System, I found that the added weight on the front of the machine stabilized it and gave it extraordinary balance which enabled me to steer more easily than was possible without the added weight."

This is just another instance of the care and forethought which went into the construction of the most wonderful Electric Lighting System the motorcycle world has ever known. The "Old Sol" Lighting System is not a product hurriedly thrown together to meet an unforeseen demand, but the makers saw the trend of motorcycle lighting fully a year before, and during that year labored hard and earnestly in evolving an electric lighting system that would conform with the Hawthorne ideals. Strenuous road tests were the rule. These tests brought out weaknesses which were corrected. And now—

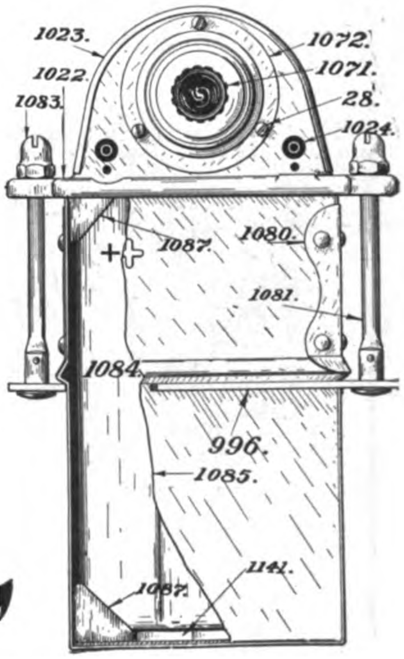
Economy
Convenience
"Class"

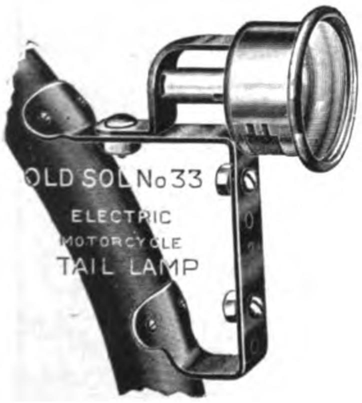


Efficiency
Strength
Endurance

We present for the rider's consideration an Electric Lighting System that for pure quality service has no equal. The wonderful non-sulphating batteries, fitted with non-leaking acid vents, built specially for motorcycle use and practically impervious to all abuse, the two-bulb headlight adapted for either road work or city use, the four-way switch giving control of all lights with a single movement of the hand, the compact tail lamp—these component parts make up the perfect whole.

Cost of the "OLD SOL" Outfit is $30.00. It will give fifty hours' lighting service, burning pilot light and tail light in combination—twenty-five hours' intermittent lighting service with searchlight and tail light in combination. Recharging at any garage.



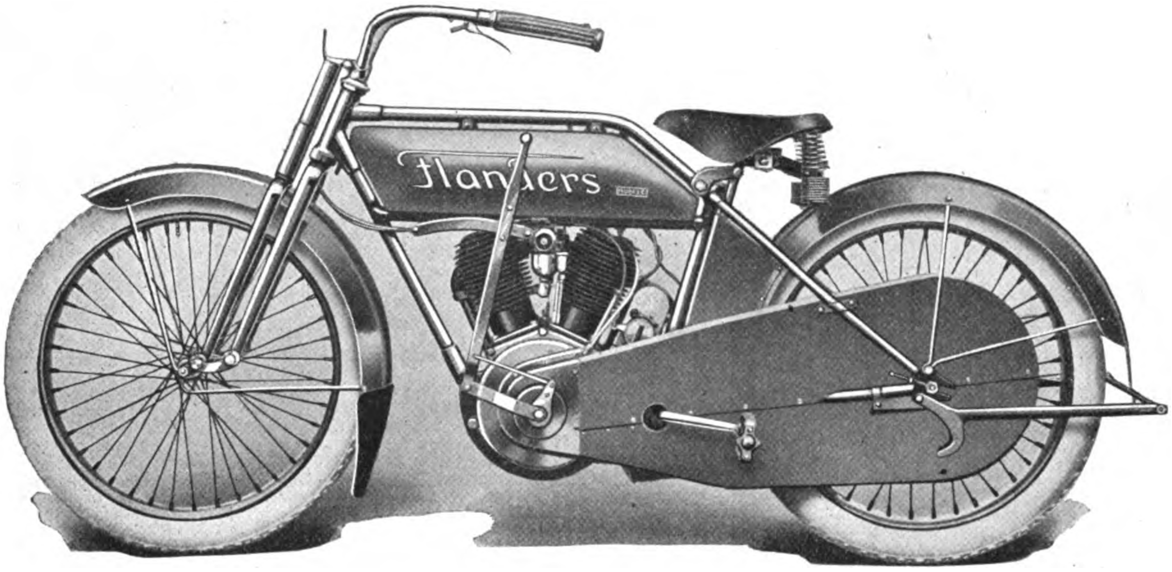


Dealers, write for our Selling Proposition. Ask for charts 2037 and 2039.

Hawthorne Mfg. Co.

21 Spruce Street **Bridgeport, Conn.**

The Motorcycle of Real Value



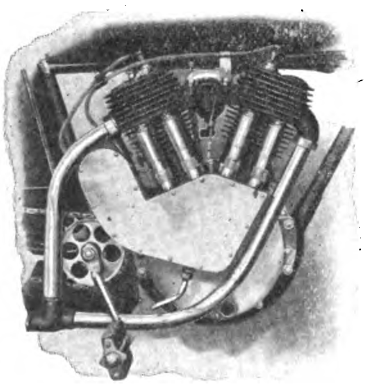
$210

THE ONLY DIRECT CHAIN DRIVE WITH FLEXIBILITY OF A BELT.

They all say: "It can't be done"—But still we make them—"Flanders" better machines for less money

Two Models—Single, $165—Twin, Direct Drive, $210

Flanders Motorcycles have the reputation of giving maximum service and satisfaction at low cost. Then why pay more? The 1914 models are truly wonderful values, and are bound to please both customer and dealer. A catalog will explain fully the many new and exclusive features—not freaks—but real meritable, long-life-giving, classy and advanced motorcycle construction features, exclusive on Flanders 1914 models.

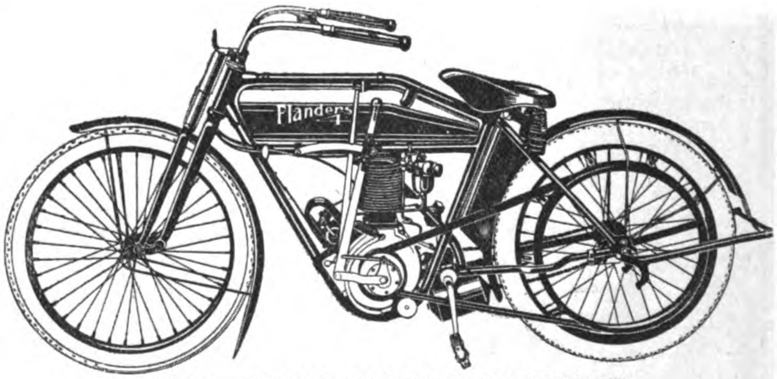


POWER PLANT FLANDERS TWIN 7-9 H. P.

NOTE THE NEW ENCLOSED VALVES.

DEALERS!

you want a high-grade motorcycle that can be sold for less and still show you big profits, don't you? Then WHY allow some one to beat you to it. Write us today for our new proposition.



KING OF THE SINGLE CYLINDERS.

MOTOR PRODUCTS CO.

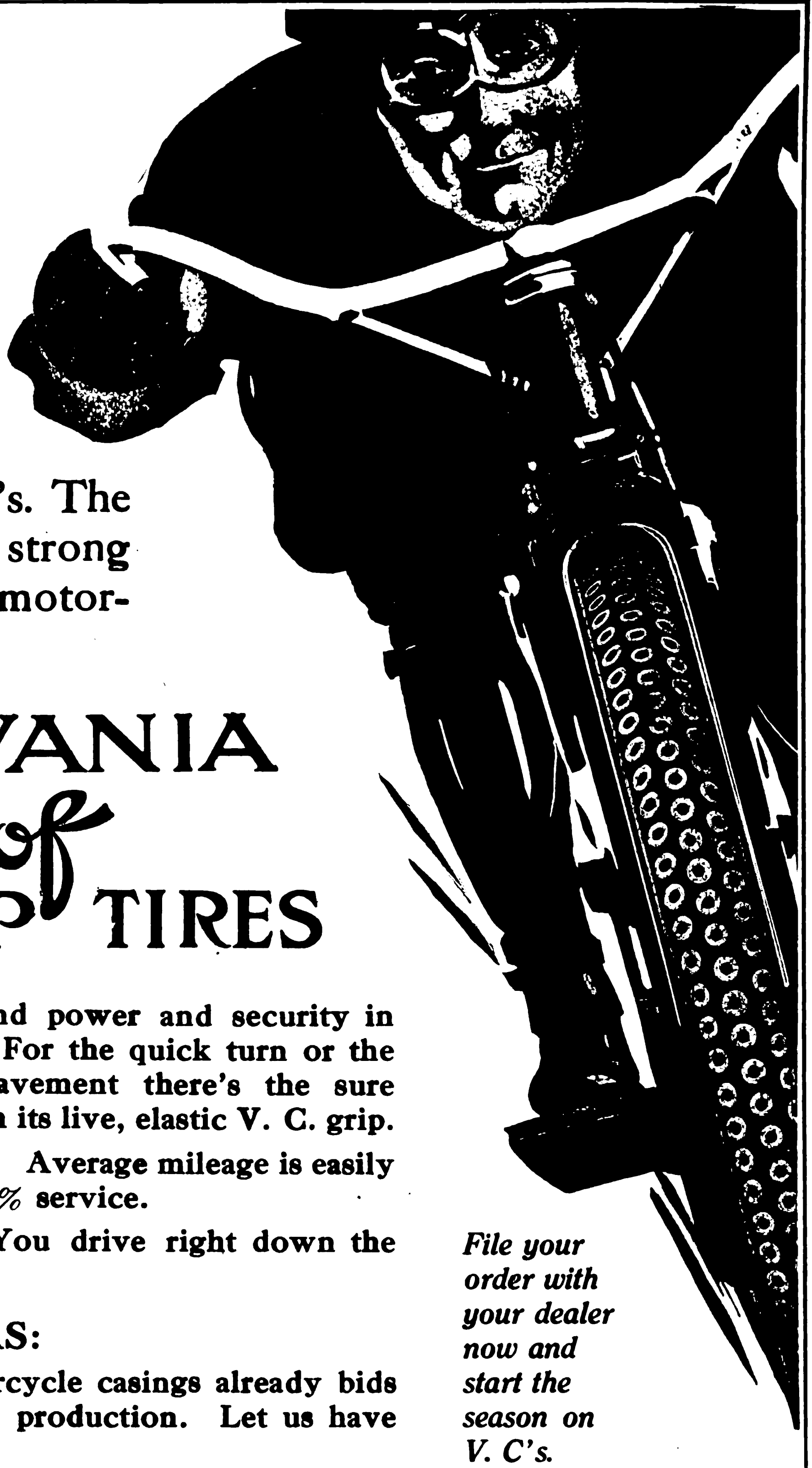
Jefferson and Brush - DETROIT, MICHIGAN

100% Safety *200% Service*

Automobile Tires in Motorcycle Sizes

That's what you get in V. C's. The only tires heavy enough and strong enough to *stand up* under "motorcycling unlimited."

PENNSYLVANIA Oilproof VACUUM CUP TIRES



There's a new sense of speed and power and security in V. C. positive non-skid traction. For the quick turn or the sudden check on the skiddy pavement there's the sure safety of the suction cup tread, with its live, elastic V. C. grip.

Service guaranteed—for 5,000 miles. Average mileage is easily twice the guaranteed distance—200% service.

Oilproof through and through. You drive right down the middle of the oiled road.

DEALERS:

The 1914 demand for V. C. Motorcycle casings already bids fair to tax our trebled facilities of production. Let us have your V. C. requirements NOW.

File your order with your dealer now and start the season on V. C's.

Pennsylvania Rubber Co., Jeannette, Pa.

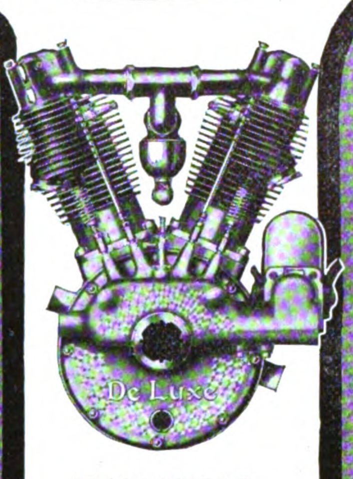
New York
Chicago
Cleveland
Boston
Pittsburgh
San Francisco
Los Angeles
Detroit
St. Paul
Minneapolis
Omaha
Kansas City, Mo.
Seattle
Dallas
Atlanta

An Independent Company with an Independent selling policy

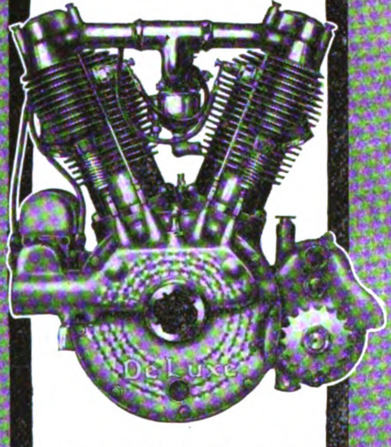
De Luxe

De Luxe Motors
The Heart of the
Vehicle

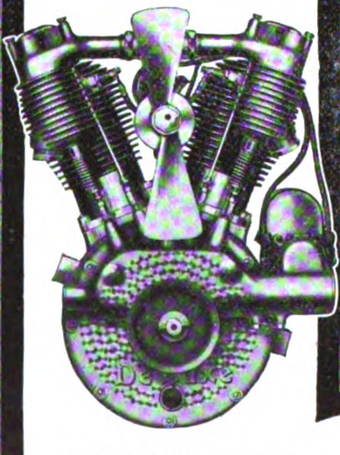
MOTORS
A Line Complete.



PLAIN MOTOR



TWO-SPEED MOTOR



CYCLE-CAR MOTOR

The DE LUXE line of gasoline motors, for Motorcycle, Tri-Car and Cycle-Car Service is complete in every detail.

FOR MOTORCYCLES

The DE LUXE Plain and Two-Speed Motors are acknowledged leaders. Single and Twin-Cylinder sizes for Chain or Belt drive.

FOUR SIZES

PLAIN	TWO-SPEED
4 H. P. Model M Single Motor	4 H. P. Model S Single Motor
5 H. P. Model M Single Motor	5 H. P. Model S Single Motor
7 H. P. Model O Twin Motor	7 H. P. Model T Twin Motor
9 H. P. Model O Twin Motor	9 H. P. Model T Twin Motor

FOR CYCLE-CARS

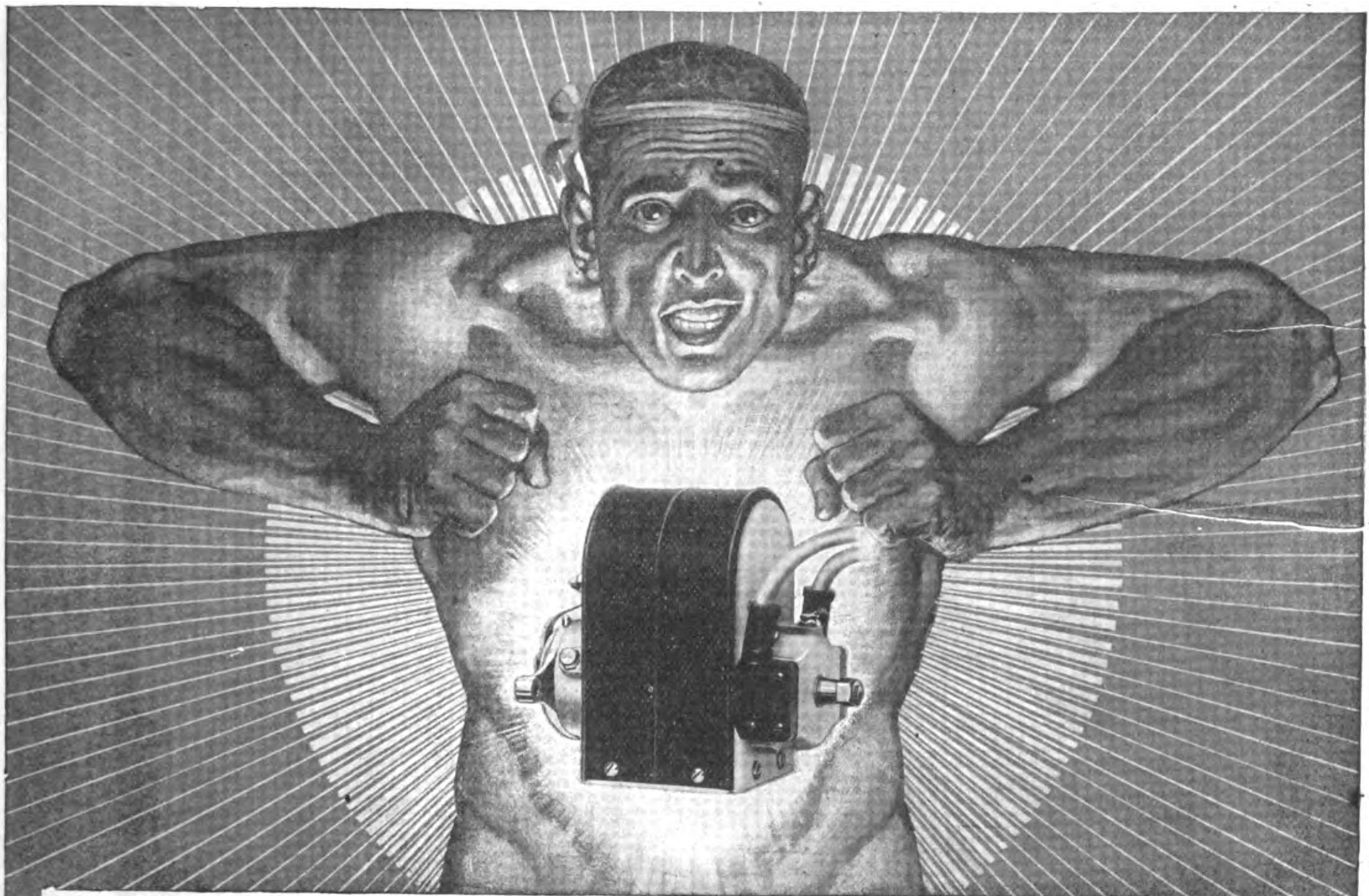
The DE LUXE Cycle-Car Motors are particularly adapted for this service. To the many noteworthy features of DE LUXE motor construction have been added an extra fly-wheel, a cooling fan and an extended crank shaft for starting, thus bringing about an ideal power plant for Cycle-Cars.

ONE SIZE for Chain or Shaft Drive

9 H. P. Model V Twin Cycle-Car Motor

Send for Descriptive Catalog and Prices. (Patents applied for).

**THE F. W. SPACKE
MACHINE COMPANY
INDIANAPOLIS, INDIANA, U.S.A.**



There May Be Others, But

if you want to be strictly up-to-date on your 1914 equipment a SPLITDORF MAGNETO is **IT.**

Make no mistake about this. The leaders in the motorcycling industry have decided upon SPLITDORF EQUIPMENT while every manufacturer will give you a SPLITDORF MAGNETO on your 1914 model if you INSIST, no matter what the regular equipment may be.

And if you want the BEST MAGNETO—the magneto that'll give you

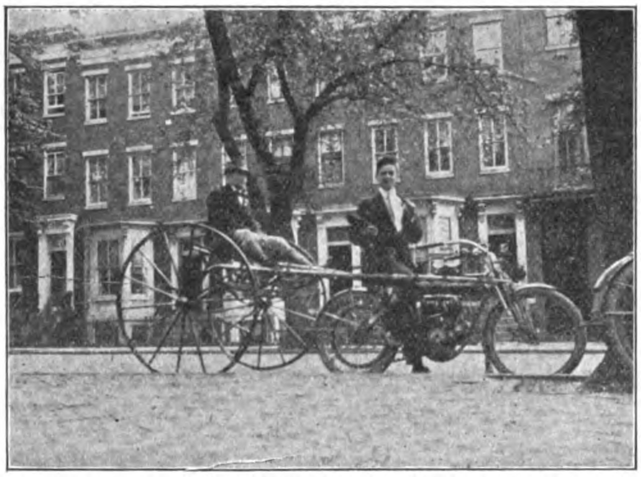
the hottest, fattest spark,
the quickest pick-up,
the lightning get-away,

then specify a SPLITDORF and enjoy magneto ignition at its best.

SPLITDORF ELECTRICAL COMPANY

ATLANTA.....10-12 E. Harris St.
BOSTON.......180-182 Mass. Ave.
CHICAGO.......64-72 E. 14th St.
CINCINNATI........811 Race St.
DALLAS..........402 S. Ervay St.
DETROIT.....972 Woodward Ave.
KANSAS CITY...1823 Grand Ave.
LOS ANGELES..1226 S. Olive St.
NEWARK..........290 Halsey St.
NEW YORK....18-20 W. 63rd St.
PHILADELPHIA.210-12 N. 13th St.
SAN FRANCISCO..1028 Geary St.
SEATTLE..........1628 Broadway
TORONTO..........469 Yonge St.
LONDON BUENOS AIRES

Factory: NEWARK, NEW JERSEY



Silence, Flexibility, Strength, immunity to the effects of heat or cold, dryness or moisture, economical in first cost and marvelous in durability—these features should recommend

Spartan Belts

The Reliable, Economical, Comfortable Transmission to every wise motorcycle rider and prospective rider.

Spartan Belts are the ideal belts of the ideal drive.

GRATON & KNIGHT MANUFACTURING CO.

Worcester, Mass.

Branches in Principal Cities

Another Spartan "Stunt" that is worthy of Notice.

Here is eloquent testimony to the remarkable pulling properties of Spartan Belts. The combined weight of the sulky and rider is 420 lbs. Motorcycle and rider is another 350 lbs. Total weight, 770 lbs.

"Washington, D. C.,
"June 2, 1913.
"Graton & Knight Mfg. Co.,
"Worcester, Mass.
"Attention Mr. W. W. Shoemaker.

"Gentlemen:

"Inclosed find a photograph of a V belt drive (Spartan) Flying Merkel Motorcycle drawing an ordinary trotting sulky. In the picture is seen Messrs. W. M. Brooks and Robert T. Hoy, two enthusiastic motorcyclists of our city. No doubt it will interest you to know that this outfit was drawn a distance of eighteen miles over rough, hilly roads to Mr. Hoy's summer home. I consider this a splendid demonstration of the wonderful pulling power of a Spartan V Belt.

"We were among the first to recognize the Spartan Belts as being superior to any others.

"Wishing you great success in the future I am,
"Very truly yours,
"HARRY F. SEAMARK."

"Inclosures:
"1 photograph. HFS/WMB"

Continental-Erie Accessories are Real Necessities

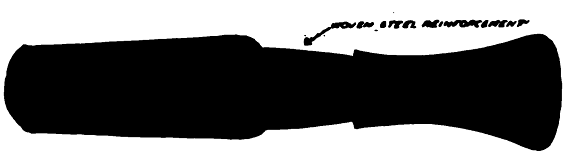
"Ask The Jobber—He Knows"

We offer the trade the most complete line of rubber sundries ever manufactured.

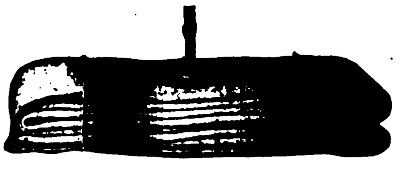
Every accessory has been made with a purpose—to be of actual use and efficient use—to the rider. Hence, there is not one superfluous article in our complete sundries line, from the famous "stick-till-it-gets-there" Continental-Erie Blow-out patch to the marvellously durable Woven Steel Re-inforced Motorcycle Tire Grip which has so forcibly demonstrated its amazing durability through the past two seasons.

Jobbers who are not handling the Continental line are "overlooking a bet." Write us.

CONTINENTAL RUBBER WORKS, Erie, Pa.

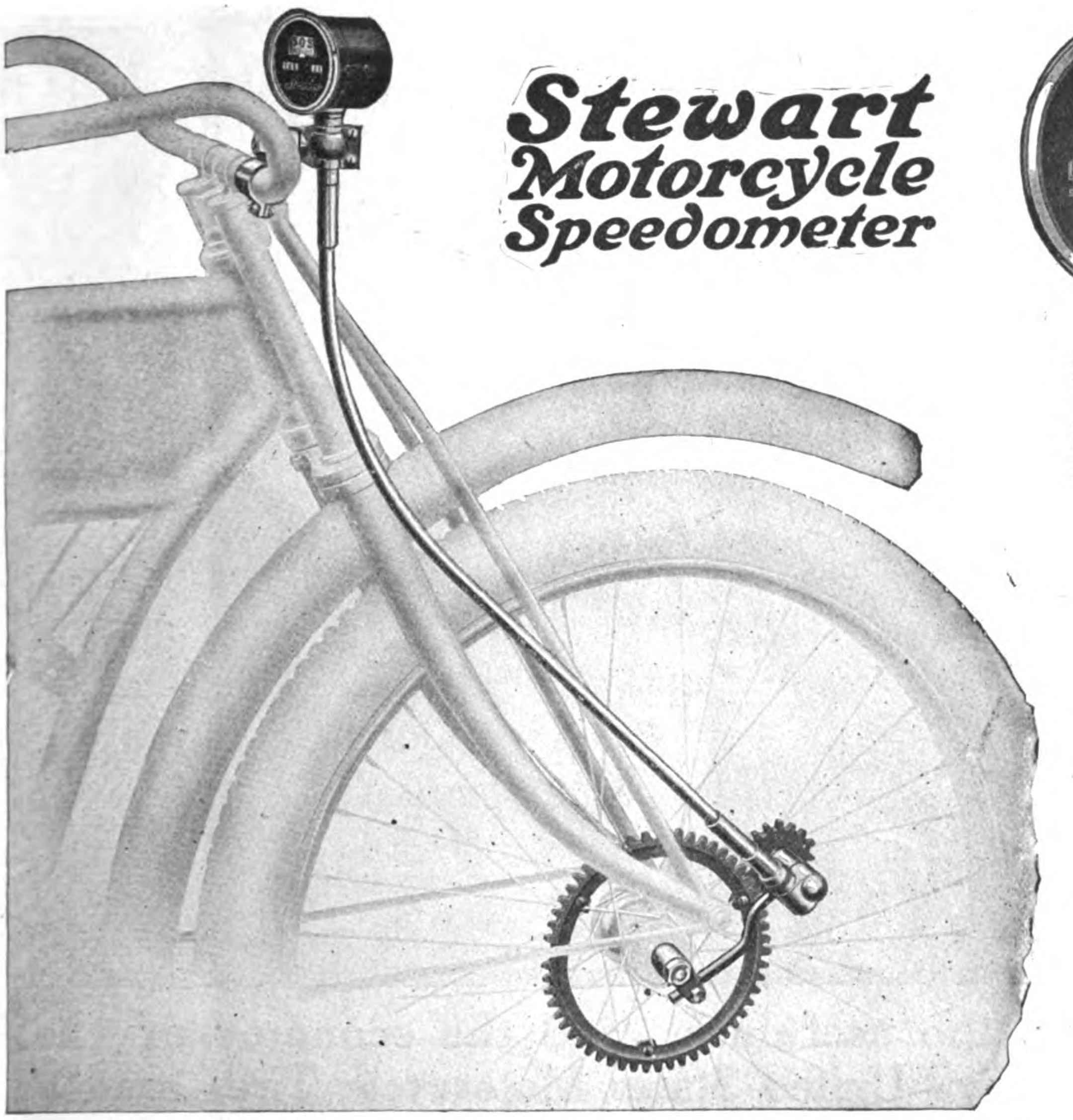


Woven Steel Reinforced Grip
Rubber cut away to show construction



Continental-Erie Motorcycle Tubes

Stewart Motorcycle Speedometer



MAGNETIC TYPE
75 0 5
MILES PER HOUR
SEASON MILEAGE
TRIP
Stewart

Model 101-A

Season odometer registers 10,000 miles and repeat; trip odometer registers 100 miles and repeat. All speeds are indicated (even fractions of a mile) from zero to 80 miles an hour. Most other motorcycle speedometers register only 60 miles.

$12

Complete

Fully Guaranteed

Shocks and Vibration cannot injure the Stewart Front Drive Speedometer, because, the drive shaft operates inside of a RIGID TUBE

BEFORE this Stewart Front Drive Motorcycle Speedometer was put on the market, the motorcyclist had to choose between two evils—

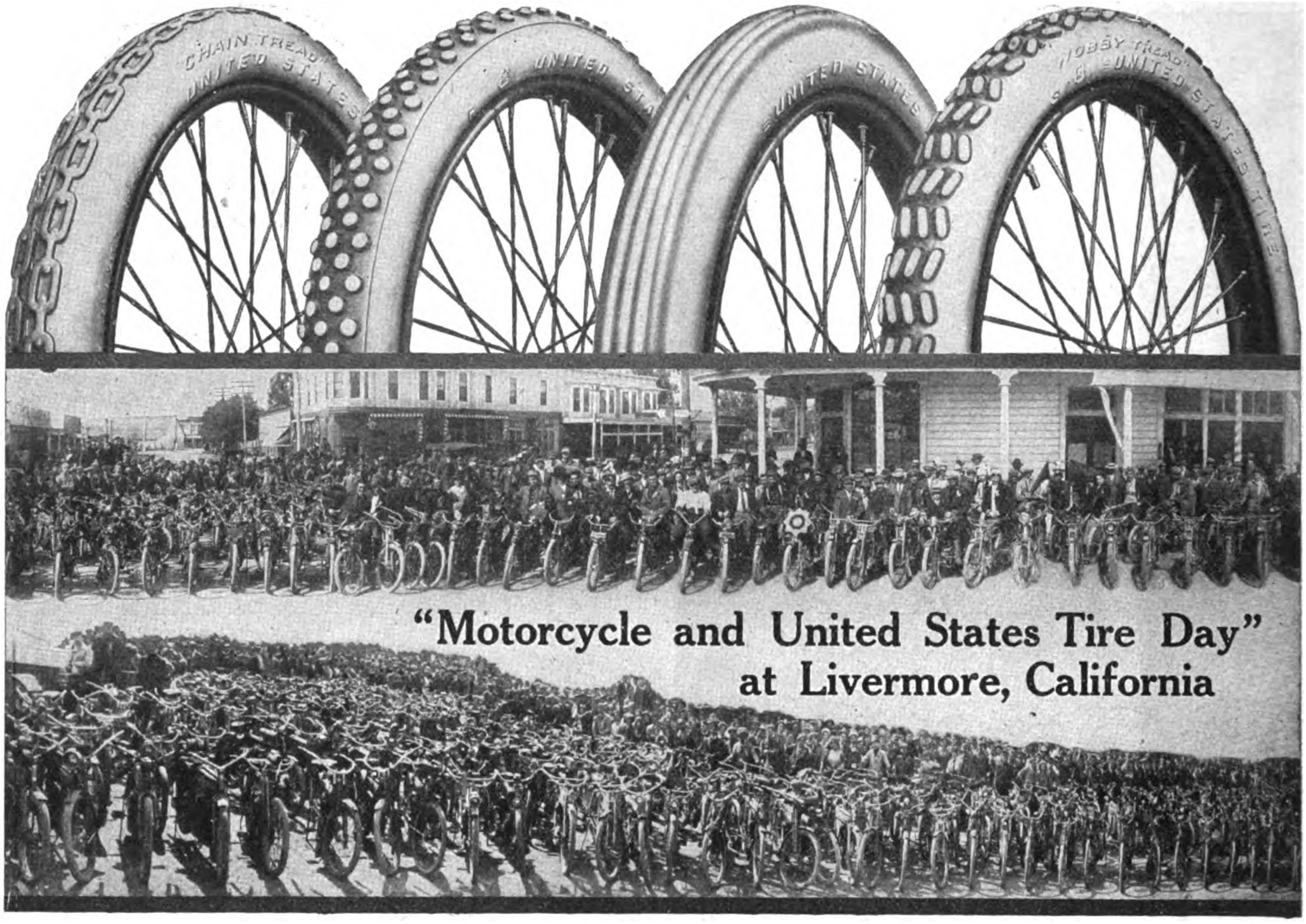
He had to accept a front wheel drive motorcycle speedometer *with drive through flexible tube,* which soon whipped itself to pieces, or—

He had to content himself with a *rear* wheel drive model, which constantly registered false mileage because of rear wheel slippage, and the turning of the rear wheel when "tuning up" on the stand.

But this Stewart *Front* Wheel Drive Motorcycle Speedometer solves all difficulties because its drive shaft operates through a *rigid tube*. This tube supports the bracket which holds the angle joint and fibre pinion. The bracket swings free in a swivel on the front wheel axle. With every up-and-down movement of the wheel the pinion simply rides up and down in its position on the sprocket. Thus all the vicious front fork shocks and jars are taken up without the slightest injury to any part.

We make the best *rear* wheel driven motorcycle speedometer on the market, but we recommend the Stewart *Front* Wheel Drive instrument instead, because we know that it will give you better, longer, safer, more accurate service. The instrument itself is our famous *magnetic* type, and the price of either front or rear wheel model is only $12 complete, fully guaranteed. Insist on getting this Stewart Front Drive model.

Stewart-Warner Speedometer Corporation
1972 Diversey Blvd., Chicago
Factories: Chicago and Beloit
17 Branch Houses, also Service Stations in all cities and large towns


CHAIN TREAD
UNITED STATES
UNITED STATES
UNITED STATES
NOBBY TREAD
UNITED STATES TIRES
"Motorcycle and United States Tire Day"
at Livermore, California

In the pleasures, the usefulness, and the economy of the motorcycle today—United States Motorcycle Tires are acknowledged to be one of the greatest factors

We, the builders of UNITED STATES TIRES, have kept step with the growth and the perfection of the motorcycle.

We have watched the motorcycle's progress.

We have studied the motorcycle's needs.

We build tires for the actual requirements of the motorcycle.

We have solved the motorcycle tire problem.

Our motorcycle tires have proved to be one of the greatest factors in the life and progress of the motorcycle.

UNITED STATES MOTORCYCLE TIRES are today the accepted standard of the motorcycle world.

UNITED STATES MOTORCYCLE TIRES are today the most popular motorcycle tires in the world.

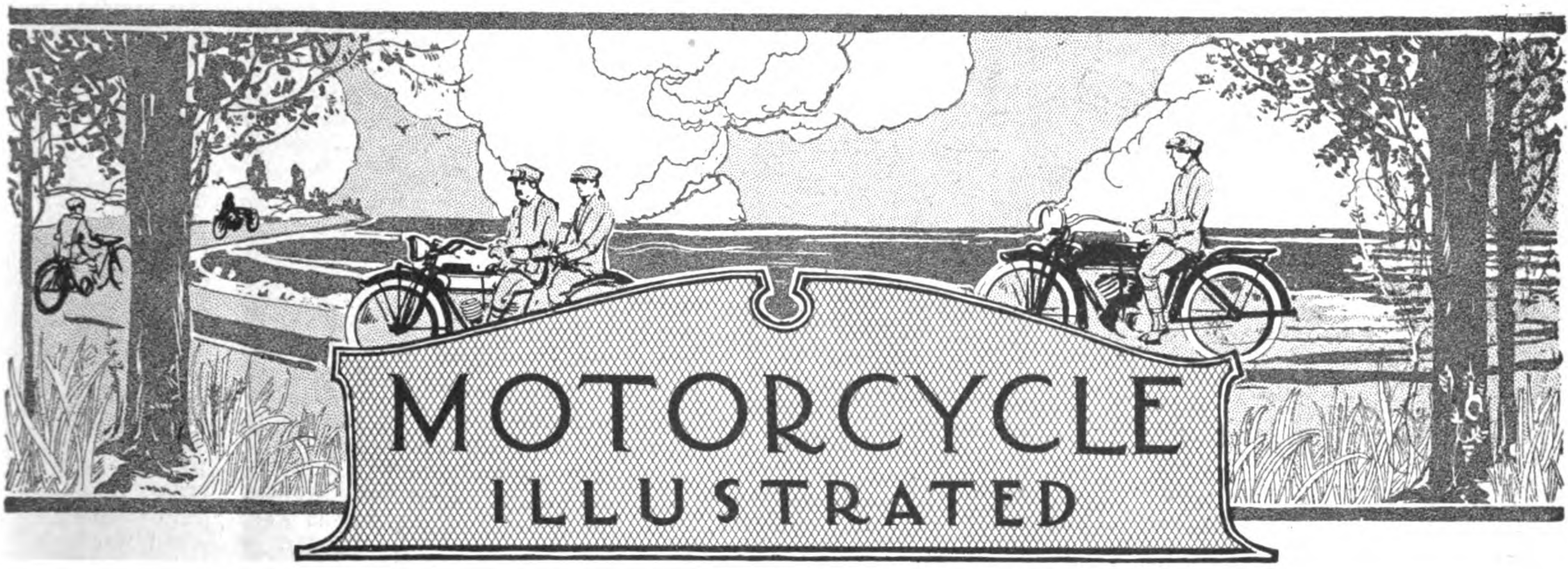
And they deserve to be.

In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the
Largest Rubber Company in the World



CLEVELAND FIRM TO BUILD NEW SIDECAR

CLEVELAND, Ohio, March 17.—On April 1 a new sidecar will appear on the market, manufactured by the Hall Mfg. Co., of this city. The new product will be known as the Hall sidecar, and the first lot of 500 are in process of manufacture at the company's factory on West Twenty-fifth street. Simultaneously with the sidecar will appear a delivery van, also bearing the Hall company's trade mark.

It is stated that twenty-two different styles of sidecars were designed before the present make-up of the Hall sidecar was decided upon. The body is of vanadium steel and weighs 25 pounds. It is under-slung and has a depth six inches greater than the standard sidecar. One of the most striking features is the rich upholstering.

The Hall company plans to increase its capital considerably about April 1, and will begin an active campaign to introduce its two new products.

FIRESTONE CO. MAKES MOTORCYCLE TIRES

AKRON, Ohio, March 12.—The Firestone Tire & Rubber Co., long known through its standard line of high-grade automobile tires, announces that a motorcycle tire has been added to its list of rubber products. The new tire will be offered in four sizes: 28 by 2¼, 28 by 2¾, 28 by 3 and 29 by 2¾. The new tire will be furnished in either the corrugated tread or the well-known Firestone non-skid tread. Red tubes as well as gray tubes will be made to fit the various sizes.

The Firestone company announces that it has been experimenting with the new tire for the last two years, and that it was put to the most severe tests before receiving the company's O. K. The same workmanship which has made the Firestone automobile tire a national product is promised for the motorcycle tire, and the company is preparing to supply a rapid and widespread demand for it. Literature telling the interesting story of the Firestone motorcycle tire will be forwarded upon request.

FIRE DESTROYS MECO ACCESSORY CATALOGS

HAMMONDSPORT, N. Y., March 13.—The second edition of the 1914 Meco catalog has just been destroyed by fire at the printer's establishment in Syracuse, and the Motorcycle Equipment Company, of this city, will be seriously handicapped in meeting the demand for the catalogs for some time to come. Sixty thousand of the catalogs have already been sent out, and the new edition was intended to meet a still further demand. It will be impossible now to mail any catalogs for at least two weeks, and the company wishes to assure those who have made application for the books that everything possible will be done to hurry them along.

The Motorcycle Equipment Company's plant in this city is bustling on the usual schedule, and the only delay to which patrons of the firm will be subjected is in connection with the new catalogs. And that delay will be just as short as plenty of activity and a good organization can make it.

INDEPENDENT SHOW FOR INDIANAPOLIS

INDIANAPOLIS, Ind., March 16.—At last this city is to have a motorcycle show independent of the automobile exhibit. The movement to hold this show has been heartily supported by the dealers, and already arrangements for its holding are well under way. A large downtown store on the most prominent street of the city will be the scene of the exhibits, and all of the dealers promise to have the complete lines of the machines they represent on display.

The latest report is to the effect that bicycles and accessories will be among the exhibits. The dealers are arranging to give souvenirs to all of the show visitors.

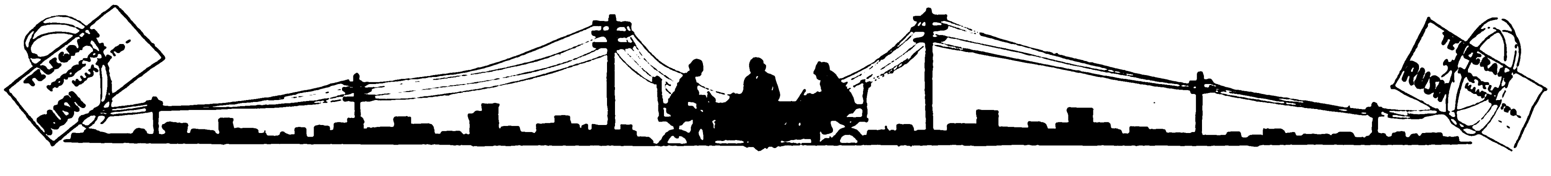
NEW $4,000,000 ISSUE OF GOODYEAR STOCK

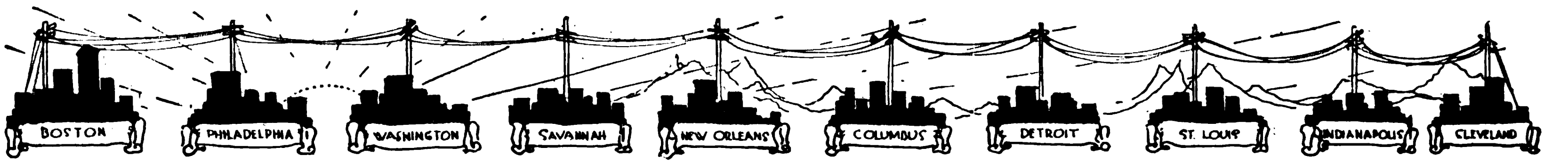
STOCKHOLDERS of the Goodyear Tire & Rubber Co., Akron, Ohio, at a meeting on March 3, unanimously approved a proposition of the Board of Directors which involves the sale of ney stock to the amount of $4,000,000. The additional stock is needed for working capital owing to the rapid expansion that has been necessary in order to keep abreast of the demand for Goodyear products. Reports from Akron are to the effect that nearly 80 per cent. of the stock to be offered has been subscribed for by present stockholders and that the balance will probably be taken by them before their options expire. During the last three months the number of tires sold, as compared with the same period for the previous year, have increased by 47.55 and 82 per cent., respectively. There are indications that the company's pneumatic tire output will soon reach 10,000 tires per day.

KLAXON CO. LICENSES MILLER TO SELL HORNS

THE latest development in the spirited fight of the Lovell-McConnell Mfg. Co., of Newark, N. J., to safeguard its patents and to regulate the sale of its Klaxon horn, has come as something of a surprise in view of the fact that it involves the granting of a Klaxon license to a dealer. Charles E. Miller, the New York supply and accessory dealer, has been granted a license to handle the Klaxon horn, with the understanding that it is to be sold exclusively. Miller and the Lovell-McConnell company have been at odds over his right to sell the Klaxon, and proceedings were started against him for handling Newtone horns in alleged violation of the Klaxon patent license. Miller then gave up the Klaxon and continued to sell the Newtone. Under the new management, however, he will no longer handle the Newtone.

In addition to Miller there were six other





dealers against whom decrees were obtained, as follows: The National Auto Supply Co., Max Zeisler, trading as the Imperial Auto Supply Co., the New York Auto Supply Co., 35 Per Cent. Automobile Supply Co., American Auto Supply Co., and the Crane & Wagner Auto Supply Co.

In an action in the Federal Court in New York City against the A. Elliott Ranney Co., for selling Hudson cars in New York equipped with Sparton horns, and for selling the horns separately, a preliminary injunction was granted on February 20, restraining the company from selling Sparton horns until the suit is settled. The court based its action upon the recent decision of Judge Chatfield in the Federal Court in Brooklyn, who declared the Newtone horn an infringer. Judge Ward, who granted the injunction against the Ranney company, was of the opinion that the Sparton horn appeared to be "even nearer" the Klaxon than was the Newtone.

U. S. RUBBER REPORT FOR NINE BUSY MONTHS

THE financial statement of the United States Rubber Co., which covers only nine months of the last fiscal year owing to the fact that the fiscal year now closes December 31 instead of March 31 as formerly, was issued on March 5 and shows a highly satisfactory state of affairs. For the nine months ending December 31 the company transacted a gross business of $87,349,692, leaving the net income of $9,677,532 prior to interest charges. With the interest on the funded and floating debt deducted a profit is left of $7,140,125. The dividends paid amounted to $5,328,856, and the surplus left for the period was thus $1,811,268.

An increase from about $105,000,000 last year to about $118,000,000 this year of plants, properties, etc., is occasioned by the inclusion of the Canadian plants and the Sumatra rubber plantations, with the enlargement of the Morgan & Wright tire plant at Detroit and some minor construction.

The year 1913 was a year of declining prices. Consequently the same quantity of manufactured goods represented a less amount in dollars and cents. The volume of business of the company as a whole was somewhat larger for the nine months of 1913 than for the corresponding period of 1912. Through the United States Tire Company there was a substantial increase in the sales.

GEORGE SQUIER JOINS HERMAN BUMILLER STAFF

CINCINNATI, Ohio, March 14.—George Squier, formerly manager of the motorcycle department of W. B. Schaeffer & Co., Indian agents in Dayton, Ohio, is now connected with the Herman Bumiller Co., of Cincinnati, Indian distributors for southwestern Ohio, northern Kentucky and southeastern Indiana. Squier, who is a veteran motorcycle tradesman, having been factory representative for the Thor, Yale and Flanders machines, will have charge of the motorcycle sales department of the Bumiller company.

The Bumiller company has received an order to furnish the Cincinnati Park Department with 1914 model two-speed Indians. It has also delivered another Indian to the local Police Department. The latter department is now using fifteen Indians. Two of them have been ridden over 62,000 miles and are still in use and giving good results.

1,000 TANDEMS IN 1914 SAYS BREWSTER

BROCKTON, Mass., March 17.—W. W. Brewster, manufacturer of the Diamond tandem attachment for 1914 Indian motorcycles, states that judging from the number of inquiries received through MOTORCYCLE ILLUSTRATED this design of tandem is scoring a tremendous hit among Indian riders. The spring arrangement on the "backbone" is an entirely new application of the springing system, and the smoothness of action obtained is little short of wonderful.

Brewster announces that he expects to market at least 1,000 Diamond tandem attachments this year. Charles Helander and wife of Brockton, who enjoyed a 2,500-mile trip last summer, using one of the Diamond tandems, are so deeply impressed with its qualities that they plan to make a tour to Chicago and return this season, accompanied by Mr. and Mrs. Brewster.

VIM COMPANY CLOSES A RECORD CONTRACT

BUFFALO, N. Y., March 14.—President John W. Henry and Sales Manager H. W. Georger, of the Vim Cycle Hardware Co., of Buffalo, have just returned from a week's visit to the rubber factories in Akron, Ohio. While there they made several large purchases, one of which covers 5,000 pairs of bicycle tires which they personally inspected and ordered shipped at once to their warehouse on Broadway, this city. While it is known that larger contracts for tires have been given it is believed that this is the largest order known to the bicycle trade, to be delivered immediately in one shipment.

To give some idea of the magnitude of this shipment it is stated that two hundred ordinary tire crates will be required to hold the Vim company's order. If the tires were piled one on top of another they would make a column 1,250 feet high, or about a quarter of a mile. If laid side by side they would cover a distance of 23,333 feet, or nearly five miles. President Henry states that the tires will be in the Vim company's stockrooms within ten days and that they will be offered at greatly reduced rates.

TO BUILD NATIONAL SIDECARS AND VANS

AURORA, Ill., March 16.—The National Cycle Accessory Company, formerly located at 19 North River street, this city, has been bought out and reorganized with E. J. Knight as president and general manager; A. G. Gustafson, vice-president and superintendent of the mechanical end of the business, and William Keasler, secretary-treasurer. Mr. Knight is well known to the motorcycle trade through his long and successful association with the Thor folks as sales manager, and Mr. Gustafson was superintendent of the sidecar department of the Thor company several years ago when the third-wheelers were among the Thor products. Mr. Keasler was formerly a service man with the Thor company. Messrs. Knight and Keasler have bought out the stock held by Mr. Jeffery and Mr. Ruth, who are now actively engaged in other lines.

The sidecar attachments formerly marketed under the trade name "Anders" will now be sold under the name "National," as will the delivery vans which the company will also manufacture. Sidecars will be built on an extensive scale, and the excellent equipment which the company has placed in its new building on Main street will enable it to meet all the demands made upon it. Both the pleasure and commercial types will list at $75.

DES MOINES MFG. CO. MAKING JENCO LINE

FROM the Des Moines Manufacturing Company, of Des Moines, Ia., comes the announcement that this firm has obtained the exclusive right to manufacture the well-known "Jenco" specialties, designed and patented by F. R. Jenkins, and which were in wide demand during the 1913 season. No radical immediate changes are contemplated in the Jenco line, and the Des Moines company is devoting all its efforts to perfecting a factory and sales organization that will permit of giving its patrons prompt and satisfactory service.

One of the best sellers in the Jenco line is the spring carrier. It is given a five-ply veneer finish so that it cannot warp or crack, and is well upholstered with high-grade material. The springs are carefully tensioned and are adjustable to any weight. A pair of Jenco carrier-holding footrests are furnished with each Jenco spring carrier, and a slight improvement has been made so that all friction in these parts is done away with.

The Jenco carriers are made for all motorcycles which come equipped with a plain carrier, and can be attached in five minutes. They sell at $3.75 each. The Jenco footrests are made of quality material and are so arranged as to fold in case of a fall. They are simple, neat and easily attached. They are adaptable to all machines and are guaranteed to remain rigid under all downward pressure. The footrests sell at $1 per pair, for oval tubing, and at $1.15 per pair for round tubing.

GARFORD BUYS DEAN COMPANY'S FACTORY

ELYRIA, Ohio.—After being under consideration by the Creditors' Committee for several weeks the proposition of A. L. Garford, of this city, for the purchase of the Dean

Electric Company's factory and other assets has been accepted. Mr. Garford is now organizing the Garford Mfg. Co. with a capital stock of $500,000 preferred and $800,000 common. To this company the assets above referred to will be transferred.

The proposition submitted by Mr. Garford provided for the exchange of preferred stock in the Garford Mfg. Co. for bonds of the Dean Electric Co. which were outstanding, amounting to $250,000; all creditors' claims, totalling $427,000, to be put in the form of notes and assumed by the Garford Mfg. Co. with provisions made to liquidate them over a period of five years. It is stated that Mr. Garford is putting into the new company $150,000 in cash for working capital. Needless to say, this places the company in a strong financial position and enables it to prepare its preliminary plans under the most auspicious conditions.

Mr. Garford heads the new company as president, with A. G. Bean as vice-president and general manager. On the board of directors are the following: A. L. Garford, John Sherwin, H. H. Johnson, A. G. Bean, A. L. Patrick, John D. Brophy, all of Cleveland, and E. F. Allen, of Elyria.

The Garford Mfg. Co. will continue the manufacture of telephones, switchboards and electrical apparatus and will largely increase the facilities for producing automobile and motorcycle accessories. The motor line includes electric horns, speedometers, lighting generators and starters and is favorably known throughout trade circles.

PLACE THOR ORDERS EARLY SAYS KIRK

AFTER attending the Buffalo meeting of the Motorcycle Manufacturers' Association, H. N. Kirk, of the Aurora Automatic Machinery Co., of Chicago, went on to Boston and then in turn to New York, Brooklyn, Newark, Philadelphia, Baltimore, and Washington. The principal object of Mr. Kirk's trip was to convince Thor dealers in the East, by personal talks, of the necessity of their insuring early deliveries by placing their specifications with the factory now. As Mr. Kirk stated: "It is not a question of selling our 1914 models, for which there has been a remarkably fine demand, but it is up to the dealers who want to be ready for that demand to stock up now before the inevitable spring rush."

Mr. Kirk's assurance of a big 1914 business in Thors is based upon an accurate understanding of the conditions. From more than one quarter, in fact, in two or three cases from representatives of other factories, it has been reported to this journal that this season's popularity of the Thor is certain to over-top all previous records for that machine.

NEW ADDRESS OF OUR CHICAGO OFFICE

H. G. Jacobs, Western Representative of MOTORCYCLE ILLUSTRATED, has changed his headquarters from 1220 to 903 First National Bank Building, Chicago. The new telephone number is Central 6203.

KELLOGG MAKES FINE REPORT ON SALES

STANLEY T. KELLOGG, of Bridgeport, Excelsior distributor, called at the office of MOTORCYCLE ILLUSTRATED recently, afterwards visiting the Sportsman's Show at the Palace. Despite the highly unfavorable weather early this month, Kellogg has disposed of nearly fifty per cent. more Excelsior machines than he had handled up to this time last year. He believes that the New Englanders are at last thoroughly awake to the possibilities of the motorcycle and will buy nearly, if not quite, twice as many motorcycles as they did in 1913. Incidentally, the New York City Excelsior agents report healthy increases over last year's sales. T. J. Sixsmith, for example, has already disposed of as many Excelsiors as he did last year up to the first of April.

RECORDS SMASHED BY ROGERS MFG. CO.

CHICAGO, Ill., March 15.—From the Rogers Mfg. Co., producers of the well-known Rogers sidecars, comes the announcement that it has already delivered more sidecars this year than were sent out during the entire 1913 season. The company has multiplied its capacity by three, but even with this heavy increase it is evident that the factory will be kept on a lively schedule in order to make deliveries. Accordingly, dealers are advised to place specifications for future delivery at once in order to avoid delays. All parts of the Roger sidecars are drop forgings and the company is justifiably proud of the fact that there is not a casting in the car. Numerous inquiries from foreign countries have been received of late.

VETERAN TIRE MAN TO ENJOY LONG TOUR

AFTER being associated with the Diamond Rubber Co. as western representative for the last twelve years, C. E. Mathewson has resigned and will spend the next six months on a tour which is to include Japan and China, with the return journey leading through India and across Europe. Mr. Mathewson has been located at San Francisco and is credited with being the oldest tire man on the Pacific Coast. Constant application to work and the growing responsibilities of the business, which has expanded wonderfully during his term as factory representative, caused him to decide upon a long vacation.

RECEIVER FOR ALLIED MOTORS

Representing creditors whose claims total $19,000, Eastman & White, attorneys, of Chicago, on March 12 filed an involuntary petition in bankruptcy against the Allied Motors Corporation and secured the appointment of a receiver.

The assets of the corporation are claimed by the officers to be in the neighborhood of $35,000, while the liabilities are approximately $50,000. It is likely, however, that the assets will shrink considerably, being machinery and special castings, of little value except for the purpose for which they were made. For this reason an endeavor will be made to sell the plant as a going concern, or if not as a going concern, at least as an intact unit.

TO REBUILD THE CLEVELAND BOWL

CLEVELAND, Ohio, March 17. — The Cleveland Motordrome will be in operation during the coming season, according to an announcement made a few days ago by Mechanical Director Mueller. It is the plan to have the course practically rebuilt so as to overcome entirely the objections raised last year by the racers who claimed that it was too rough for safe riding.

MOTORCYCLE ILLUSTRATED
1914

OUR BIG ANNUAL SPRING NUMBER

Is now having the "Spring" inserted and in a few more weeks we'll — we'll — Whew! but it's a tremendous job to keep from rushing into print with the details.

BUT we restrain ourselves. We mention the matter at this time simply in order that you may work yourself up to the proper pitch of keen expectancy; so that you won't come to us when it's all over and say: "Sufferin' cats! why didn't you tell a feller that you were going to break all records with your Spring Number? If I'd known what a corker it was going to be I'd have put all my friends wise—but now they can't find a copy for sale from coast to coast. S'matter with you?"

We don't want to hear you talk that way. Hence this friendly little reminder. We'll tell you when to watch for it on the newsstands. But in the meantime just slip a few drops of lubricant into the gears of your "expecter" and begin expecting. You won't go wrong.

MANY BILLS AFFECTING NEW YORK RIDERS

Some of Them Are Very Unfavorable—Schwalbach to the Rescue

AT the instigation of the publishers of MOTORCYCLE ILLUSTRATED, and Chairman Sauer, of the State Legal Action Committee of the F. A. M., Alexander Schwalbach, of New York, who did such excellent work in connection with motorcycle legislation in the New York State Legislature last year, spent several days in Albany last week, and again visited the State Capitol this week, to thoroughly investigate the situation as it affects motorcyclists, and to see to it that their interests are properly safeguarded in any legislation that may be adopted at this session.

Mr. Schwalbach was surprised to find that nearly a dozen bills affecting the registration and operation of motorcycles had been introduced in the Senate and Assembly. A number of these bills are distinctly unfavorable, while two or three, notably the measure introduced by Senator Ormrod, may be regarded as fairly reasonable and just. The Ormrod bill, however, does not include motor tricycles, or the sidecar combination, under the provisions affecting the registration and operation of the motor two-wheeler. At Mr. Schwalbach's request, a new bill, incorporating the best features of the Ormrod measure, has been introduced by Senator Duhamel and Assemblyman Green, both of Brooklyn, in the Senate and Assembly, respectively. This bill aims to amend Chapter 674 of the laws of 1899, regulating the use of bicycles, tricycles, and similar vehicles. The bill was immediately referred to the Cities Committee of both houses.

How Motorcycles Are Referred to

Mr. Schwalbach says that "the bill merely adds the words 'motorcycles' and 'motortricycles' in a half dozen sections of the bill; that it also provides for the use of a headlight, showing a red light in the rear and at the sides, and adds the use of a horn to other alarm signals. The bill also strikes out the clause that prohibits 'coasting or proceeding by inertia or momentum with the feet off the pedals,' the idea being to allow the use of the coaster brake which was not in use when the bill was originally passed in 1899."

The bill also defines for the first time what a motorcycle and motortricycle really is, and as used in the chapter it includes all motor-vehicles designed to travel with not more than three wheels in contact with the ground, and on which rider or riders either sit astride or in a seat attached to the side of such vehicle. Registration and numbering of motorcycles and motortricycles for a nominal fee is also provided for, with a reciprocity clause for riders from other states. The act also provides for registration by manufacturers or dealers, and an important clause is one prohibiting the use of mufflers or cut-outs except under extraordinary conditions.

CONTRIBUTORS TO THE NEW YORK STATE LEGISLATIVE FUND.

In order to meet the expenses which will be incurred in connection with the motorcycle bills now pending before the State Legislature, a fund of not less than $200 will be required. As the F. A. M. is not in position just at present to appropriate this sum, the publishers of "Motocycle Illustrated" have assumed the responsibility, and have started up a fund with a contribution of $50. Leading jobbers and dealers throughout the State have been requested to contribute, and though sufficient time has not yet elapsed to hear from more than a few of them, $105 has been raised to date, contributed by the following:

"Motorcycle Illustrated"	**$50**
Stanley T. Kellogg	**25**
F. A. Baker & Co	**25**
H. A. Gliesman	**5**
Total	**$105**

This is the first serious attempt to pass any motorcycle legislation in this state. The motorcyclists have always been exempt from automobile legislation, but always subject to the bicycle law of 1899 which it is now proposed to amend.

Separate Classes Are Necessary

A number of bills have been introduced into the legislature this year regulating the use of motorcycles, but all of these are objected to now, as they have been in previous years for the very good reason expressed by Mr. Charles Thaddeus Terry, the greatest authority in New York State on motor vehicle legislation, who says that "the reason this state has never had any motorcycle legislation is because of the impossibility of legislating for motorcycles and automobiles in the same act. The two classes of vehicles are entirely separate, and that you cannot mix them any more than you can oil and water. The provisions and laws regulating the use of automobiles are entirely too severe and drastic for motorcyclists, and the only remedy lies in the introduction of a separate bill."

In New York City there has been no local demand for a separate motorcycle law, but while it is true that throughout the state local ordinances regulate them, there has been some attempt in the upper part of the state, notably so in Rochester, to charge them a local registration fee, and it has been sometimes bothersome while touring.

THE LATEST MOTOR VEHICLE BILL

AS we go to press a bulletin comes from Albany to the effect that Senator White has introduced another bill, designated as the State Motor Vehicle Commission Bill, which is entirely new and which provides for a motorcycle tax of two dollars a year. It is understood that this measure calls for only a headlight, as regards illumination, and that it specifies one small license plate only. This bill contemplates a reciprocal policy relative to licenses, such as is now recognized in most other states. For example, a New Jersey motorcyclist who had complied with the motor laws of his own state would be granted a certain period of exemption in New York, in view of the fact that New Yorkers would be given the same consideration in New Jersey.

There are strong indications that the bill above referred to will receive favorable action. It makes the registration fee of $2 applicable to both automobiles and motorcycles, and late reports from Albany state that it is regarded with favor. It is based upon the findings of the New York State Motor Vehicle Legislative Commission, which made its report to the Legislature on the night of March 16. In explaining its decision relative to the amount of the registration fee the Commission makes the following statement:

"In our opinion the exaction of a tax in the form of a registration or license fee, which produces more revenue to the State than is reasonably necessary to cover the expenses of the motor vehicle bureau of the Secretary of State's office is an unjust and improper exaction upon one type of vehicle."

PITTSBURGH MEMBERSHIP CONTEST

Clubs Offer Many Inducements to Unattached Motorcyclists

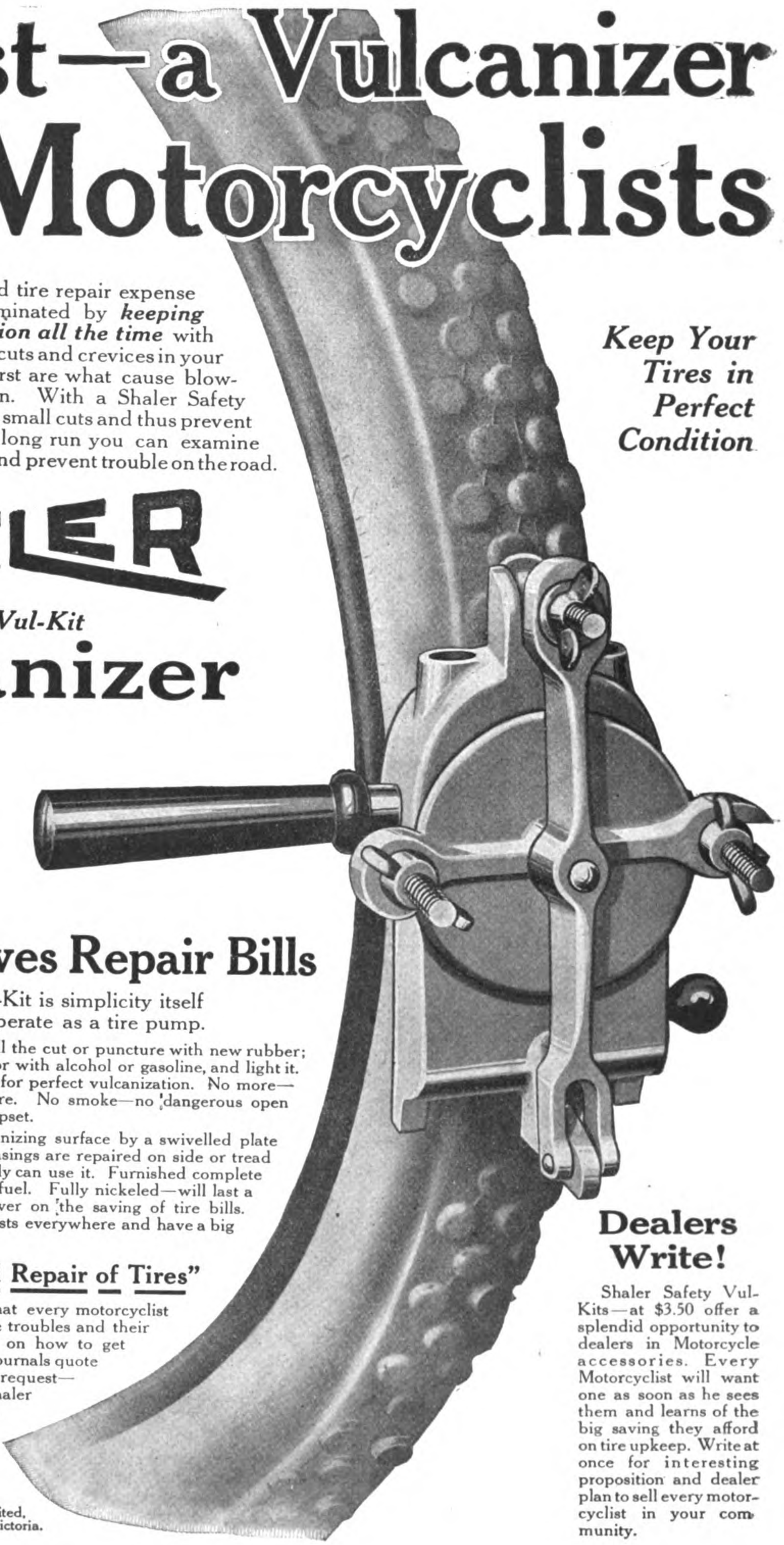
PITTSBURGH, PA.—Club activity in this city has been unusual during the last two or three weeks. Both the Pittsburgh and the Allegheny motorcycle clubs are waging membership campaigns, and enthusiasm is running high in both organizations.

A rousing banquet is promised by the Pittsburgh M. C. for the near future. About this time last year J. Leo Sauer was the guest of honor at the club's banquet. He was then nearing the end of his transcontinental tour in behalf of the F. A. M., and the banquet which he attended was such a great success that the club decided to make it an annual event. In connection with its campaign for new members the club is offering a reduction in the initiation fee from $5 to $3 and is also allowing one month's dues. It is sending out notices setting forth the following inducements:

Membership in the Pittsburgh M. C. provides the opportunity to associate with a large circle of members, all of whom are bona fide riders and good fellows. Touring information is available at all times; access at all times to the commodious and well furnished club rooms; mechanical talks and discussions this season which will enable the riders to become thoroughly familiar with motorcycle construction and repair; the assistance and prestige of the club will be given to any riders with racing aspirations; club runs, as heretofore, will be a regular feature. The trips will be pleasure rides and in no sense road races. The routes will be selected with a view to scenic interest. All of the latest magazines are available in the clubhouse and a number of enjoyable social functions are scheduled, among which are the banquet, several picnics and excursions, theatre parties and race meets.

The Allegheny M. C., a North Side aggregation, has distributed membership application cards upon which are printed a number of reasons why riders should join that club.

At Last—a Vulcanizer *for* Motorcyclists



TIRE troubles—blow-outs—and tire repair expense can now be practically eliminated by ***keeping*** your tires in ***perfect condition all the time*** with a Shaler Safety Vul-Kit. The little cuts and crevices in your tires that give you no trouble at first are what cause blowouts and expensive repairs later on. With a Shaler Safety Vul-Kit, you can easily repair these small cuts and thus prevent bigger ones. Before you make a long run you can examine your tires, put them in good shape and prevent trouble on the road.

Keep Your Tires in Perfect Condition

SHALER

Safety Vul-Kit

Vulcanizer

$3.50

Saves Tires—Saves Repair Bills

The Shaler Safety Vul-Kit is simplicity itself and is as simple to operate as a tire pump.

No watching, no regulating; simply fill the cut or puncture with new rubber; clamp on the Vulcanizer—fill the generator with alcohol or gasoline, and light it. The fuel supply is limited to that required for perfect vulcanization. No more—no less. You can't overcure or undercure. No smoke—no dangerous open flame. No danger of fire if accidentally upset.

Tubes are clamped against the vulcanizing surface by a swivelled plate inlaid with asbestos to retain the heat. Casings are repaired on side or tread while fully inflated on the wheel. Anybody can use it. Furnished complete with repair material—everything but the fuel. Fully nickeled—will last a lifetime. Will pay for itself over and over on the saving of tire bills. Shaler Vulcanizers are used by automobilists everywhere and have a big reputation in the auto tire field.

***FREE*—Book on "Care and Repair of Tires"**

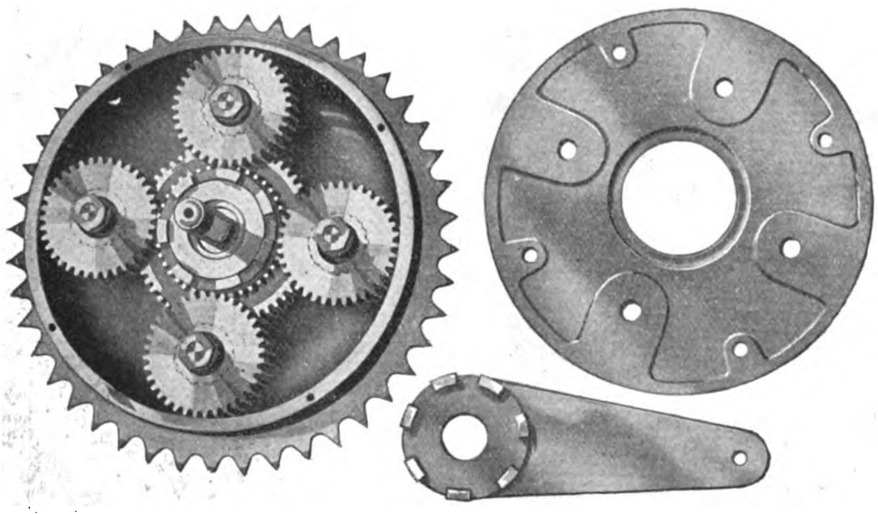
Contains valuable tire information that every motorcyclist should know and it explains all about tire troubles and their causes—how to care for tires—and hints on how to get more mileage. The leading Motorcycle Journals quote this book. We will send a copy free on request—together with full particulars about the Shaler Safety Vul-Kit for motorcycle tires at $3.50.

The C. A. Shaler Company
1800 Fourth Street, Waupun, Wis.

Canadian Distributors, John Millen & Son, Limited,
Toronto, Winnipeg, Montreal, Vancouver, Victoria.

Dealers Write!

Shaler Safety Vul-Kits—at $3.50 offer a splendid opportunity to dealers in Motorcycle accessories. Every Motorcyclist will want one as soon as he sees them and learns of the big saving they afford on tire upkeep. Write at once for interesting proposition and dealer plan to sell every motorcyclist in your community.



TWO SPEED

ECLIPSE

These Letters Tell Their Own Story

HIGHLY PLEASED WITH THE ECLIPSE

"Chicago, March 4, 1914.

"Eclipse Machine Company, Elmira, N. Y.

"Gentlemen:—We have received the two-speed gear and attached it to a Henderson machine, and we must say that we are pleased with the work which it is doing. There is no doubt that we shall be able to send you orders for a few more in a short time, as the boys seem to be very enthusiastic over it. It gives a wonderful amount of power, and there is no place in the world the Henderson cannot climb with this attachment.

"Wishing you every success, and hoping to be able to order a number of these two-speeds from you before the close of the season, we remain, yours truly,

"HENDERSON MOTORCYCLE COMPANY,
"J. E. Bice, Mgr."

"Philadelphia, Pa., 3/5/1914.

"Eclipse Machine Company, Elmira, N. Y.

"Gentlemen:—Received the two-speed all right and have it on the machine; it is fine. You can change my order, for one to fit the Thor, and make it two to fit the Henderson. Find that the Henderson riders are well pleased with it. Yours very truly.

"DANIELS MOTORCYCLE COMPANY,
"John V. Daniels."

ECLIPSE MACHINE CO., ELMIRA, N. Y.

When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.

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Telephones, 3690 and 3691 Worth.

J. LEO SAUER *President*
H. N. CONDICT *Secretary*

Western Representative
H. G. JACOBS
903 First National Bank Building, Chicago.

MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY—SECOND MARCH NUMBER—MARCH 19, 1914

"UNCLE DAVE" SMITH—HONEST, HELPFUL AND TRUE

IT was the writer's good fortune, last July, to have traveled all the way from Denver to New York in company with "Uncle Dave." Many intimate confidences were exchanged, and the long journey will be remembered for years as one of the most delightful experiences in the writer's life. During those two and a half days, constantly in his company, we came to know Dave Smith and, as so many others learned, to know Dave Smith was to love him.

We cannot add anything to the beautiful tributes printed on the following pages, but we shall take the liberty of reprinting parts of the obituary published in the special edition of the March 5th issue of MOTORCYCLE ILLUSTRATED, as the special edition necessarily had only a limited circulation.

No one will for a moment question the statement that Dave Smith, modest, unassuming and optimistic, was easily the most popular man in the cycle trades. He had taken an active part in the promotion of every event of importance in the two industries during an entire generation. He was particularly active in the arrangements for the midsummer conventions in Atlantic City and Detroit.

Dave Smith was John Alvord's right-hand man. Modest as he was, whenever asked as to the position he occupied with the Standard Company, Dave Smith would invariably inform the questioner that he was simply "John Alvord's office-boy." Although easy-going and absolutely without ambition for mere money-making, Dave Smith rose to prominence in all of the many enterprises with which he was identified. By the time he had reached middle age he had acquired a comfortable competence, although he could never be called a really wealthy man. He purchased a farm and cranberry bog on Cape Cod and there, seated behind a fast team of horses or out on the bay in one of his motor-boats, Dave Smith enjoyed himself to his heart's content.

He understood perfectly the secret of human happiness. His was a wonderful philosophy and hundreds, yes, perhaps thousands, will revere his memory for acts of kindness and practical assistance whereby he had helped to brighten their lives. Although he had no children of his own, his love for children found ready response in the hearts of multitudes of little ones to whom he was known simply as "Uncle Dave."

The writer, who counted Dave Smith among his dearest friends, is simply at loss to express the thoughts which come to him in connection with the life and the character of one upon whose friendship it would be impossible to place a value large enough. His passing away, in the very prime of his life, is deplorable. His death is another one of those acts of Providence beyond all human understanding. One struggles against the thought of it—it is heartrending, but—

Dave Smith is no more.

The funeral was held at his late home in Stoneham, on Monday, March 9, and was attended by a representative gathering of Mr. Smith's old associates in the Torrington companies and the Splitdorf Electrical Company. A host of life-long friends, in and around Stoneham, attended the simple but impressive service conducted by the Reverend Everett C. Treworgy, pastor of the First Unitarian Church in Stoneham. There were floral offerings in profusion, expressing the love and esteem of relatives, friends and business associates in all parts of the country. The pall-bearers were John F. Alvord, George M. Hendee, F. P. Weston, J. R. Viles, C. E. Brelsford, and C. W. Curtiss. The remains were taken to Mount Auburn Crematory, Cambridge, Mass.

Since his death, the result of an attack of angina pectoris, this journal has heard from many of his business associates who had been in his company within a week or ten days of his last illness. Col. J. B. Tucker, of the Tucker Wood Work Company, writes: "Dave and I were together the Tuesday night before his death. We went to see Weber & Fields and we laughed and joked with one another all during the evening. This was in Chicago. Dave left that night for Dayton, which was his last business stop. From there he left Thursday for home. While in Dayton, he remarked to Mr. Parmalee, of the Davis Sewing Machine Company, that he felt that he was good for at least thirty or forty more years. How little did he then know that the end was so near."

Col. T. T. Huffman, of the Davis Sewing Machine Company, writes: "I was very much shocked to hear of Dave Smith's death, as he called upon me last Wednesday, March 4, and waited for over an hour to see me, but I had gone out in the country and did not return until after he had left. I located him on the phone, however, had a pleasant talk with him and the pleasure of meeting him Thursday noon at the Dayton Club."

The following day, Friday, March 6, he came home about three o'clock in the afternoon and, although then seriously ill, made no complaint and did not retire until early in the evening. At ten o'clock that night he passed away.

David B. Smith, son of John L. and Mary Becker Smith, was born at Andover, Mass., May 13, 1860. He received his education in the public schools of Andover and at the Phillips Andover Academy, going to Stoneham to reside when he was a young man. He was married to Carrie B. Curtis, daughter of the late Jesse and of Sara J. Curtis, on December 6, 1888. For many years he pursued the occupation of traveling salesman, but during the latter part of his life filled a leading and responsible position in the employment of the Torrington Company, the Standard Company, the Excelsior Needle Company and the Splitdorf Electrical Company.

"UNCLE DAVE"

A Symposium of Tributes By Some of His Many Intimate Friends and Admiring Business Associates

"BILL" SURRE'S TRIBUTE

I was called to the telephone on Saturday evening and the telegram announcing Dave's death was read to me over the 'phone. I was so amazed and shocked that I could not believe it and requested the operator to read it a second time. Dave and I had been in direct correspondence, in fact, we had planned to go to Atlantic City within a couple of weeks to make our preliminary arrangements for the Atlantic City meeting.

I considered him one of my very closest friends. As you know, we have been associated on the Committee for Conventions for several years and we never had the least bit of trouble in working congenially together; it was always a pleasure to work and be with him and I do not know of any man the trade would miss more than he, and I also know there is no one in the trade who will miss him more than I.

I have always been a great admirer of Dave; he was a good, hard worker, always attended strictly to business and at the same time, he was happy and congenial and full of life; he made friends quickly wherever he went.

I consider that the trade has lost one of its foremost representatives, and you well named him, in your obituary, the "Dean" of the bicycle and motorcycle trade.

I know I shall miss him greatly in my work on convention arrangements for next summer, and I realize how much his happy and smiling countenance will be missed by all who attend the convention. W. J. Surre,
Continental Rubber Works.

A MOST LOVABLE CHARACTER

The news of the death of my old friend, Dave Smith, came to me as a great shock. I had known him some fifteen years or more—back in the days when he was connected with Edward Miller & Co. and was boosting "Majestic" and "Everlit" bicycle lamps.

His was a most lovable character and his optimism was really delightful. As Dave went through life he kept in mind always the thought that we only pass this way once and such good as he could do he did from day to day. His friends were his gods!

We have all suffered a great loss in his death, but the world is better because he lived.
Powhatan Robinson,
New York Sporting Goods Co.

GENEROUS, SYMPATHETIC, LOYAL

I knew Dave Smith well—one of Nature's noblemen; honest, generous to a fault, and a true friend; sympathetic, loyal and always the same. He was a man who will never be forgotten by his business associates and his many friends. Even the little children loved him. I have often walked with him in the streets of his home town, where he was greeted by every child as "Uncle Dave." To know Dave Smith was to love him. What better tribute can one man give another?
Geo. M. Hendee.

HIS PLACE CAN NEVER BE FILLED

Dave Smith was one of my oldest and best trade friends, and the void that is caused by his death can never be filled in my life.

The friendly repartee which often passed between us as to whose hair was the whitest and most beautiful was not only enjoyed by ourselves, but by others.

No one will be missed more by all of us than the jovial, friendly, smiling Dave. It is scarcely possible that his place can ever be filled in our hearts or in the C. P. A. Association. J. B. Tucker,
Tucker Wood Work Co.

HIS ABILITIES WERE UNUSUAL

I deplore the occasion, but welcome the opportunity of expressing my esteem and high regard for the many exceptional qualities of the late Dave Smith.

I recall a conversation in which he spoke of the thirty years he had given to his line of work, and stating his purpose to retire to his farm and live the remainder of his days in quiet and freedom from all commercial cares. No one regrets more than does the writer, the non-fulfilment of this anticipation. If ever a man had earned for himself the freedom and pleasure which come to the gentleman farmer, that man was Dave Smith.

We already feel his loss, and I am sure we haven't even begun to realize how much we will miss him.

Mr. Smith's abilities were unusual, and in filling his place it will take not one, but a number of young men who may well take for example the true, honest characteristics of their predecessor. De Witt Page,
New Departure Mfg. Co.

The Late DAVID·B·SMITH

FROM JOHN F. ALVORD

I want to express my appreciation of the special article in your issue of March 5 on Mr. David B. Smith. Good as your article was, neither you nor I could do the subject justice.

Dave Smith was my warm personal friend before he had any business connection with me; he was the best of friends, and absolutely the best salesman.

You have very well expressed the position he occupied in saying he was my "right-hand man."

His death is a great loss to my organization and a great sorrow to me personally.
John F. Alvord.
Splitdorf Electrical Co.

A FRIEND TO EVERYONE

David Smith was the friend of everybody. In his death I have lost one of my best and most sincere friends, and his place can never be filled. He had that rare quality of making all feel that he was heartily glad to meet them, and many a stranger and newcomer to the trade was cheered by his genial, friendly greeting. His influence was always a powerful factor in promoting the welfare of the trade, and his loss will be greatly felt by all.
T. R. Palmer,
Continental Rubber Works.

CHILDREN WERE FOND OF HIM

I have known "Dave" Smith for many years and could not believe the first reports of his untimely death, which came as a great shock to myself and my family, because Dave was a frequent and welcome visitor to my home, and the children all were fond of him.

Just say for me, I'm very sorry Dave has gone from us, and he will always have a warm spot in our memory. Ignaz Schwinn,
Excelsior Motor Mfg. & Supply Co.

KEEN KNOWLEDGE OF HUMAN NATURE

It was with profound sorrow that I learned a few days ago through Motorcycle Illustrated of the death of our dear friend and co-worker, Dave Smith. I do not know of any death in recent years that I have felt as much as that of Dave. Not only is his death a severe loss to his many friends and acquaintances in the trade, but likewise to many of their wives and children, to whom he has been known as "Uncle Dave" and who all loved him and will continue to love his memory.

To me he was not only a business associate, but a dear friend, and whenever the opportunity presented and time allowed, he has spent his evenings with me at my home. His keen appreciation and knoweldge of human nature and his extreme kindness and goodness have made him untold friends. I can recall many incidents of his kindness towards and sympathy for humanity.

He was fond of forgetting business during his little social calls and talking of boyhood days and nature, and I recall his oft-repeated remarks about his younger days (the old patched coat, the rubber boots, the leaky boat, the song of the birds and the hum of the water fowl and insects), all of which he loved and was happy to talk about.

Dave Smith as his friends knew him was near love. R. J. Leacock.
Leacock Sporting Goods Co.

A TRUE CHARACTERIZATION

Uncle Dave is gone—can you who have known him realize it? It does not seem possible that this man among men is no more.

The shock and full realization has been brought home to me within the last few days in a manner I will never forget. Before me lies a letter written in his familiar, easy, flowing style, so representative of the man, which I received from him a few days ago, making an appointment to meet him at the Automobile Show in Boston. I received notice of his death just as I was about to pen an acknowledgement to advise him that I would be pleased to meet him as he suggested.

Hardly believing that it could be true that he had departed to that bourne from which no traveler returns, with a heavy heart I visited Boston. Almost every friend and business acquaintance met me with the query, "Did you know Uncle Dave was dead?" I had arranged to remain in attendance at the show for several days, but without saying anything to my associates, returned home at once. That night I lay awake, my pillow wet with tears. I am not ashamed of them. You who knew the man would not be either.

Uncle Dave was Uncle Dave to all, young, middle-aged and old alike. Womankind trusted him, and revered him. Mankind respected and appreciated his worth. Children—they all loved him.

How well I remember him at the time I first introduced him to my wife. After chatting with us for a few moments in his agreeable manner he walked away, and a young lady rushed up to him in the lobby of the hotel—for it happened at one of the semi-annual reunions in Atlantic City—and greeted him. "Well, well, Uncle Dave, I am so glad to see you again." The renewal of the acquaintance was mutually pleasant. After chatting with her for a few moments another new arrival came up to him and said, "Why, Uncle Dave, how well you look. Gracious, but I am so glad to see you." We stood in our position for upwards of thirty minutes and in that time no less than a dozen men and women alike had greeted him in the same affectionate manner.

My wife turned to me and said, "Why, he seems to be related to everyone, doesn't he? They all call him 'Uncle.'"

Only once in my recollection and during my close acquaintanceship with him did I ever notice a shadow come across his face. The incident occurred only a few weeks ago. Patting me affectionately on the back he said, "Old man," and there was a touch of pathos in his voice, "I have plenty of this world's goods, I have plenty of money for all my needs. I don't care about making more, but I want to tell you that I envy you your three sons, my boy!" He did not know at that time that I had but lately lost one. "I would give all I have if I had three such boys as you have." I have since wondered if this was a secret sorrow with him. In a moment after expressing himself he was laughing and joking, and Uncle Dave again.

This is not a panegyric, nor is it an attempt to epitomize all the delightful traits of his personality. It is simply a tribute to his goodness, his kindness and his character.

Such men beautify the world. They benefit those with whom they come in contact. Study the true-bred American gentleman and you will find him full of sentiment, full of deep-seated respect and admiration for those who have the personality to make our lives brighter and this world worth living in. Such a man was Uncle Dave. Can we ever forget him?

E. A. Hawthorne.
Hawthorne Mfg. Company.

RADIATED SUNSHINE

The passing away of my good friend, Dave Smith, came as a great shock and a still greater sorrow. Only three weeks ago he sat in my office, radiating sunshine in his own jovial, sunshiny way.

Few men that I have ever known were so universally beloved as he. His good nature, his honesty and integrity in business made him hosts of friends, who undoubtedly feel just as great a loss in his being taken away as I do. To know him was to love him, and the world is a better place for his having lived in it.

T. W. Henderson,
Henderson Motorcycle Co.

A PRINCE OF GOODFELLOWS

I was sitting talking to a friend last Saturday when a wire came in with the deplorable news that our Dave Smith had died. To anyone who knew Dave Smith that was sad news. To me it seemed that I had lost a father, someone dear to me. I could not bring myself to believe that my friend had passed away, for on Tuesday, the 3rd, Dave was in Chicago, apparently in the best of health.

It is hard to convince myself, even now, that Dave Smith, the Prince of Goodfellows, is to be with us no more. Uncle Dave was easily the most considerate and lovable man I have ever known. Never did he fail to inquire about the family at home. He was the confidant of everybody he knew. Tradesmen from coast to coast confided in Dave their plans, thoughts and ambitions—Dave knew them all, and carried their secrets close to his heart, to be thought over. He knew the inside workings of the cycle trade long in advance, because every man who knew Dave Smith knew that he had a friend who would keep his secret and give worthy advice.

It was this great confidence everyone had in Dave that helped him materially in covering the United States so successfully. He was the daddy of salesmanship. His motto was "One Price, you get it or you don't." He worked with a smile and the glad hand. It was a pleasure and a duty to give Uncle Dave an order. He just made everybody feel that way. We have all lost a great friend and hard worker. Nobody will ever be able to take his place. There could only be one Dave Smith, lovable, sincere and wise. I warm my heart with memories of him—my friend.

H. T. Roberts.

"PRINCE OF SUNSHINE"

"Well done, good and faithful servant."

"The Prince of Sunshine has passed away." Such was the tribute paid to Dave Smith when the shocking news reached our ears. It is almost unbelievable that one so jovial and really so good in every way has left us for the "Great Beyond."

Only a short time ago, when I met him at the New York Auto Show, he seemed to be but in the prime of life, and good to round out many more years. It was indeed a pleasure to be in his company, if only for a short while, as his smiling countenance beamed all over with honesty of purpose and good will toward his fellows. He was the ray of sunshine that penetrated many a troubled brain, and one always felt the better after a chat with "Uncle Dave." Words fail me in expressing the personal loss I have sustained, and his death leaves a gap in our "circle" that will be hard to fill. James W. Grady,
J. W. Grady & Co.

HIS EXCELLENT JUDGMENT

Dave Smith was welcome everywhere, and when I saw him coming, no matter how busy I was, I instinctively dropped my work to devote myself to him.

He had a pleasing personality, and in addition to being well posted on the current affairs in the cycle trades, could converse entertainingly on many topics.

His judgment was excellent, his statements were dependable and the esteem in which he was held by his friends was universal.

I will miss him greatly and the recollection of genial, good hearted Dave Smith will linger long in my memory.

F. A. Baker.

WORLD HAS LOST A BENEFACTOR

Dave Smith—how the trade will miss him! Wherever you found him he was bubbling over with enthusiasm and good cheer. The world has lost a benefactor. The trade has lost a loyal supporter. It is deplorable that he could not have remained with us many years more. C. L. Waters,
Motorcycle Equipment Co.

I wish it were possible for me to express in words just how I feel regarding the death of Dave Smith. I know of no man in the trade who has personally done as much to bind the boys so closely together as he has.

J. C. Ferguson,
Eclipse Machine Co.

A DEPLORABLE LOSS

I simply cannot express in words my feeling when I heard he had passed away. Even now I can hardly bring myself up to the full realization that he has departed from this earth and that he will not be with us again at our various meetings and conventions. Surely many others will feel the same way, for he was loved and respected by all who knew him and I am sure his circle of friends included not only every one connected with the bicycle and motorcycle industry, but many others as well.

We have all sustained a deplorable loss and the blow to the members of the associations with which he was connected is most severe. He was untiring and a most willing associate, putting his whole heart and soul into every duty assigned to him.

His smiling face will be missed by every one at the coming summer conventions. In the past at such gatherings his aim always was to see that everybody was happy and enjoyed himself. Dave Smith was one of my best friends and although fifty-four years old I considered him also one of my young friends because he was always full of life, good natured and bubbling over with happiness. The thought that he has passed away is most heartrending.

J. C. Manternach,
Standard Welding Co.

A BUSINESS COMPETITOR'S TRIBUTE

I was greatly grieved and shocked to learn of the death of "Uncle Dave" Smith. I really feel that I have lost a good friend. In these broad-minded days, even strong competitors can be the best of friends, and "Uncle Dave" was as big and broad-minded as any man I ever knew. As a competitor he was a good, clean fighter, and he certainly earned and deserved the respect we all have for the way he did business.

At the various shows and conventions I have always felt that "Uncle Dave" took special pains to see that I was cordially received and kindly treated, and I know that he went out of his way to help me have a good time just because I was one of his competitors. This testifies amply to his broad mind and his genial, generous good nature.

Frank W. Pardee,
Ericsson Mfg. Co.

"BELIEVED IN WHAT HE SOLD"

Every man interested in the motorcycle or bicycle business knew Dave Smith as a jolly, companionable fellow, but back of this, back of his smile, and his hearty handshake and his black Connecticut broad leaf cigar, he was a shining example of the man who believed in what he had to sell.

He sold nothing he did not believe in; hence he always had an honest introduction. He believed in all he sold and pushed it against anything else, with a pleasant manner, it is true, but always with an undeniable force and determination.

You might talk stocks with him, you might talk motor boating on Long Island Sound, you might go out to supper or to the show, you might jolly him about his own personal hobbies, or pour him out a tale about your own, but all the same you never got loose from him without hearing his own story about the goods he had to sell, and getting a perfectly clear and definite impression of what they were for and how badly you needed them.

So we remember him as a man who could reach the result he set out to accomplish, and still remain a good fellow and make friends with his competitors and customers alike. We hope that there will be more like him in the field he has left. There can't be too many.

Wm. A. Owens,
Coggins & Owens.

MADE MANY OTHERS HAPPY

The news of Dave Smith's death recalls to me a like shock I received at a time when Dave Smith was his merriest, at the banquet of the Cycle Parts and Jobbers' Association in Atlantic City in August, 1911.

We had on that occasion a small band of negro entertainers. One of these was dancing a jig to the banjo accompaniment of his companions when Uncle Dave stepped in and joined the negro dancer.

Just then a telegram was handed me, announcing the sudden death of Mrs. Swartz's brother. The shock of the news and the thought that I must not throw gloom over the merry party came as one. I put the telegram away at once, and Mrs. Swartz did not learn the sad news until the next morning.

The point is that I never met Dave Smith but what there was a smile on his face. He was always the same happy individual.

If there ever was a merry maker, it was Dave Smith, and I shall always remember him as such. He and his smile will certainly be missed.

W. P. Swartz.

PRIZED HIS FRIENDSHIP

I hardly know how to express my feeling regarding the dear old friend we have just lost. Dave Smith was one of my oldest friends, and to say that I prized his friendship is only expressing my feelings mildly. He was a lovable character and it was always a joy to me to meet him. It seems but yesterday that I saw his bright, smiling face in the dining-room of the Hotel Cadillac, in Detroit, Mich., where we breakfased together and had one of the pleasantest chats in my memory. His loss will be keenly felt by the entire trade who knew him.

Max M. Sladkin,
Haverford Cycle Co.

"GENIAL DAVE"

There is no one man in the entire motorcycle and bicycle industry whose loss will be more generally and sincerely deplored than will that of Dave Smith.

He was a man of one personality and one character, and the name "Genial Dave" was applicable at all times and all places.

He was not only a friend and helper to all with whom he came in contact, but his shrewd advice and timely assistance have been a support to the entire industry.

While his loss comes as a sudden blow to his many close personal friends his loss to the trade in general will be more deeply felt as the years go by.

Our personal acquaintance has been a matter of fifteen years, and during all that time we have never heard a single voice raised in protest or condemnation of any of his words or actions. In view of the fact that he was always a *live* one, at the head and forefront of every meeting of the trade, that is a remarkable condition, one that could probably not be duplicated in the case of any other individual of equal prominence.

James C. Baine,
Peter P. O'Hara,
Excelsior Cycle Co.

ALL HAVE PROFITED BY HIS LIFE

I think we have all profited by the life of Dave Smith. His ever-ready "Hello, Bob!" or "Jim" (as the case might be), spread a lasting and happy spirit that makes me see him in no other way.

Of the number of firms I have called upon during the last week I think I am safe in saying that the first question put to me at each place was: "Have you heard about Dave Smith?"

I am convinced that among his exceedingly wide acquaintance, Dave Smith has left a trail strewn with good cheer, square deal, and malice toward none.

I shall be one of the many to remember him and miss him.

D. L. Spraker,
Kokomo Rubber Co.

THOSE WHO KNEW HIM LOVED HIM

Words fail me in trying to express my feelings when I read in the special issue of Motorcycle Illustrated of the sudden death of our dear and beloved fellow-tradesman, "Uncle Dave" Smith.

Though I had known Dave for fourteen years there is little I could say that is not known by those who knew him but thirty minutes. And it is regrettable that more do not follow his example; he was always kind, fair and good-natured, no matter what the situation.

His personality was very impressive and I will never forget how heartbroken my little daughter Elsie was when I told her of the death of "Uncle Dave," whom she had met only twice, but remembered well.

While we all regret our loss, we should not complain that a just God has seen fit to remove him from our midst to enjoy the peaceful repose he merited by his good deeds here.

Joseph F. Merkel.

TRUEST OF FRIENDS.

I can only say that since I first met Dave Smith I have most fondly cherished his friendship. He has been to me one of the kindest and truest of friends. Excepting only a member of my own family there is no one whose passing could have grieved me more deeply.

Norbert H. Schickel,
Schickel Motor Co.

I had known (Uncle) Dave Smith since 1899. He was the same then as when last I saw him at Chicago in January.

Always genial, a good word for everyone and the truth so far as he knew it on any subject under discussion; ready and willing at all times to help a friend either advisedly or financially, he was a good man to know. The cycling industry has lost a great advocate and an earnest worker. A. B. Coffman.

For over twenty years I knew Dave Smith, and to know him was to admire and respect his modest and optimistic character. Wherever Dave Smith went, he dispensed good cheer and optimism, and by his death both the bicycle and motorcycle trade loses one of its strongest supporters. H. W. Lester,
Post & Lester Co.

MOST EXEMPLARY MAN

I appreciate the opportunity to offer a tribute to the memory of our late friend, Dave Smith. Yet I almost hesitate to attempt the task, so difficult is it to convey, by mere words, the great appreciation, respect and friendship I have felt for this most exemplary man. We had been close friends for many years and he was fond of referring to me as "one of his boys."

Of sterling integrity, ever kind, considerate and helpful, his good will, friendship and esteem was sought and gained wherever he was known. I always liked to think of him as a great, big brother of men, whose face was as a true index of his fine character, and who was ever ready to lend a helping hand, or offer a word of advice or encouragement, wherever it would benefit his fellow-men.

I feel that by his death we have suffered a great loss. We shall miss him—miss him sadly. Though his place can never be filled, let us pay fitting tribute to his memory and trust we shall find more like him.

G. H. Hamilton,
Federal Rubber Mfg. Co.

TYPICAL OF HIS CHARACTER

The writer recalls an incident which occurred last August at the time of the annual meeting of the Cycle Parts & Accessories Association in Atlantic City, that was typical of the kindly spirit of Uncle Dave and his never-ceasing thoughtfulness for the happiness of others.

Uncle Dave and the writer boarded the same train at Atlantic City for New York. A candy man, loaded down with boxes of salt water taffy, passed through the car. Uncle Dave stopped the man and purchased a dozen boxes. Some one in the car jokingly remarked to Uncle Dave that he must have a big family of youngsters at home, and he laughingly replied, that the candy was intended for a few of his numerous nephews and nieces down home.

This is only a little incident showing the thoughtfulness and generosity of kind-hearted Dave Smith. L. B. Lyman,
The B. F. Goodrich Co.

HAD A HOST OF FRIENDS

The sad news announcing the death of Dave Smith was a great shock to his many friends and an irreparable loss to the trade.

Dave Smith had a host of friends and was probably the best known and best liked man in the bicycle and motorcycle trade. His personality and business ability won for him a great many friends. In fact, I do not know that he had any enemies. Those of us who knew him well will realize as time rolls on that we have lost a very dear friend and the trade at large will also mourn the loss of a man who has done so much for the individual as well as for the industry in the bicycle and motorcycle trade. Clarence A. Earl,
Hendee Mfg. Co.

When I learned that "Uncle Dave" was no more, I was thunderstruck. I shall miss him as much as anyone can, for he was a good friend. A. R. Mosler,
A. R. Mosler & Co.

HIS LOVE FOR CHILDREN

The receipt of your magazine announcing the death of our mutual friend, Dave Smith, was indeed a shock to me, as I have always regarded him as one of my most loyal personal friends, and the friendship that has existed between us has been of many years' standing. No man in the trade was so welcome a visitor as Dave, and no one carried the fund of knowledge or the optimism that he did. While he personally will be missed very much among the trade, yet his memory will live many years to come.

His love for my children brought him very close to us and showed the true character of the man. My daughter will always cherish a diamond ring presented by him to her in babyhood and my young son will always know that it was "Uncle Dave" who opened his first bank account. Thus he spread his good cheer throughout the entire country.

Fred I. Willis,
Hearsey-Willis Co.

A SWEET DISPOSITION

My last meeting with "our Uncle Dave" was in Norfolk, Va., last fall, and we enjoyed one of those fine visits together that only those who were fortunate enough to know him can appreciate. His ever smiling countenance and his truly sweet disposition, if a man may be said to possess a "sweet disposition," were always an inspiration, and no individual could go wrong to use the character of our old friend as an example for emulation. We are all sufferers by his loss. Felix Van Cleef,
Van Cleef Brothers.

SINCERE AND LOVABLE

I was greatly shocked to learn of Dave Smith's death and feel that I have not only lost a business associate, but a sincere and most lovable friend. He visited us only recently and as usual was full of life and happiness. Mr. Smith was a most welcome visitor at my home and my family was much attached to him and deplores his death.

During a recent discussion in our office the question of retirement came up and he said he would continue to visit his friends in the trade if he were worth a million. He will be missed by the entire trade and our future meetings will have a void which none other will ever be able to fill. His radiance penetrated the entire trade and no one ever came in contact with him who failed to absorb and reflect, for the time being at least, the sunshine of his smile and unusual personality. C. L. Elyea,
Elyea-Austell Co.

A TRUE AND KIND FRIEND

The announcement of the death of Dave Smith struck the writer like a thunderbolt, as nothing was further from expectation or thought than his passing away.

The entire trade and, in fact, every living person who had personal or business relations with Mr. Smith, cannot but deplore the loss of one who had the happy faculty of making himself so esteemed and respected.

Personally through the death of Mr. Smith, the writer has lost one of the truest, kindest and most lovable friends he has ever had. There never has been another like our "Uncle Dave" and we will all miss him very keenly, but the remembrance of his loving nature will always remain green in our memory.

W. G. Schack,
Emblem Mfg. Company.

EVER MINDFUL OF OTHERS

Always cheerful and brimming over with good humor, ever mindful of the pleasures of others, self sacrificing in his engagements and painstaking in the carrying out of his business promises, Dave Smith gives us an example of a life to live that we might all emulate.

I had known him almost a score of years and when I began my career as a jobber, found him ever ready with advice and counsel that had the true ring of sincerity. His sudden death will cast a gloom over the trade wherein he was so well known. We all appreciate his work and feel that his life, so abruptly terminated, may serve as an index for the feelings of friendship which we should cherish toward our associates.

Keyser Fry.

HELPFUL, SINCERE, KIND

The sorrowful knowledge that never again will I have Dave Smith's smile to greet me or the warm hand clasp, which has been in the past something to anticipate—to know that my friend Dave is gone, came to me with almost a stunning effect, and in trying to write you an appreciation of Dave's countless virtues my thoughts turn to those sterling qualities of his —helpfulness, sincerity, kindliness, for these are the things that to me Dave stood for.

At these times it seems to me that the limit of expression is contained in the short sentence, "I'm sorry," and I am sure that we all are sorry from the bottom of our hearts.

D. J. Welsh,
Consolidated Mfg. Co.

A DISTINCT PERSONAL LOSS

Of the loss to the trade in the death of Dave Smith much could be said, but to me the shock of his death comes as a distinct personal loss. He was a friend of every one whom he knew, but I was fortunate in being one of those who had known him for many years. I don't remember when I met him; it seems as though I had always known him, but we must have met back in the days of the old bicycle shows at Madison Square Garden, and to know Dave Smith once was to always know him.

The great characteristic of his nature was a loving, sunny, unselfish disposition and my impression of him and my remembrance of him will always be that he more clearly than any other man practiced the art of making other people happy. He was positive, clear and clean in all his intercourse with his fellow men; there was no subterfuge or deceit in his make-up. Beyond all that, there was no gloom or sadness and the sun always shone whenever he was in the party.

Ralph D. Webster,
Batavia Rubber Co.

A FRIEND TO EVERYBODY

It is with a sad heart I write my tribute to the loving memory of our friend and associate of many years.

We all appreciated his character and manliness.

We better realize, now that he has gone from us, his true friendship, kindness of heart and lovable disposition.

He was one who was a friend to everybody; his cordial greeting and happy smile showed the real, true man, at peace with all the world. My sympathy goes out to his widow and all his friends in the great loss they have sustained.

The will of God comes silently in the night at times without warning. Our friend has gone from us when we least expected it. Our loss is his gain.

Here's to the memory of Dave Smith, a good husband, a true friend, a fine man.

"We shall meet but we shall miss him
There will be one vacant chair."

Clinton Lovell,
K. & C. Manufacturing Company.

ALWAYS A WELCOME VISITOR

I first met Dave Smith about eighteen years ago when I was connected with the Simmons Hardware Co., of St. Louis, in the capacity of office boy. At that time he was selling Miller lamps.

During that period, fortunately, different connections I made always made it possible to continue business relations with Mr. Smith, and during the many years that I transacted business with him he was never other than optimistic. If he had any troubles, he kept them to himself.

He was always a welcome visitor in any establishment I have been connected with, and believe this is quite true among all the buyers in his respective lines. He met his good business friends socially on the same basis and was just as active in their pleasures as his own, which is a combination found in but few men.

The one great characteristic of his nature was his admiration and love for children, which will stand as a monument to his name, and those who were fortunate enough to know him personally in this regard will most assuredly mourn his loss.

Fred W. Grubb,
Excelsior General Supplies Company.

HUNDREDS WILL MISS HIM

In the sudden loss of our dear friend and comrade, Dave Smith, we are led to ask why so fine a man should be taken in the prime of life. In a large way, and especially in the cycling industries, this friend to all will be ever held in high esteem.

To see is to know, to know is to believe, and those who have seen and known Dave Smith have a better belief in the kindness of human nature and the wonderful personality of this splendid man.

Not one, but hundreds will miss his pleasant smiling face, but his memory will remain as an ideal for every man to hold, cherish and honor.

Walter I. Tuttle,
Frank Mossberg Co.

Dave Smith was one of the most lovable men I ever met, and his demise is a very great loss to his friends and to the trade with which for many years he was so intimately connected.

William H. Crosby,
The Crosby Co.

PROUD MEMORY OF A MAN

I cannot tell all I think of my friend. Words seem useless. I can only say that one of the happiest recollections of my life will always be the memory of Dave Smith.

I do not know when I first met Dave Smith, but it seems that I have always known him. His was a personality that bridges time and distance. To know him was to love him, and his cheery greeting, his unselfish devotion to his friends, his practical good-fellowship made men better, better friends, better business associates. Dave Smith, everybody's "Dave," has gone. We who knew him will miss his hearty hand-shake, his genial presence and his sympathetic friendship and while we shall grieve for our more than friend, we shall have the proud memory of a man.

H. A. Githens,
Federal Rubber Mfg. Co.

OPTIMISTIC AND ENCOURAGING

Dave Smith! Always hearty and healthy—ever bubbling over with optimism and happiness, trying at all times to make everybody feel better and enjoy this world more.

The first time the writer can recollect a visit from Dave Smith was when we had the small shop in the back yard of my father's home, and that was quite a few years ago. If I remember rightly, the occasion for his visit was due to the fact that we were trying to get heavier spokes for our motorcycles. At that time all that we could get were the so-called tandem spokes. Mr. Smith secured some heavier spokes for us and from that visit on we had a pleasant visit from Dave Smith at least once a year, and more often two and three times. He never changed—always optimistic, boosting and encouraging—praising our efforts where they seemed to be right and kindly criticizing them where they seemed to be wrong.

Occasionally he brought some man in the trade with him. Very often our business was not talked about but just general conditions, and while Dave Smith was a salesman and on the road for business, he never pressed the issue very hard but just seemed to want to sell us enough to take care of our needs, and through these meetings we became quite close friends and looked to Dave Smith as one whose opinions and suggestions had a great deal of weight.

We can't bring him back but we can remember him as he was.

Arthur Davidson,
Harley-Davidson Motor Co.

RADIATED CHEERFULNESS EVERYWHERE

The announcement of the death of our mutual friend, Dave Smith, was a shock to the writer. His character, radiating cheerfulness and making friends wherever he went, was something to be envied by any man. By his many acts of good will he has endeared himself to many, in whose memories he will live for years. It was a pleasure indeed to be brought in contact with a man of his character and disposition. Shelby A. Falor,
Goodyear Tire & Rubber Co.

It is difficult for us to realize that Dave is gone, but as the days go by we shall be impressed more and more with our great loss not only in business, but as a personal friend.

C. E. Morehouse,
The Standard Co.

CLOSE AND PROVEN FRIEND

I wish first to express my appreciation of the article in the special edition of your issue of March 5 on David B. Smith.

Dave Smith was my close and proven friend, both in a personal and business way. His death is a great sorrow to me personally, and a heavy loss to the organization of which he was a part. I cannot express my estimate of him as a friend and man, for my value and appreciation of him as such was unbounded.

C. W. Curtiss,
Splitdorf Electrical Co.

I was very much shocked indeed to learn of the passing away of "Uncle Dave." He certainly was a wonderful man.

I, for one, among a thousand of the same opinion, feel that "Uncle Dave" was a man among men and a character so great and lovable that words cannot be found to express one's appreciation.

E. Horace Hawthorne,
Hawthorne Mfg. Co.

While it is true that we have all lost a friend and adviser in the sudden taking off of our Uncle Dave, still it is a satisfaction to know that his memory is still with us, and his life and career should present an example which we all can follow.

My acquaintance with Uncle Dave does not date back more than two years, but in that time I want to assure you that I found in him, a friend and adviser who was stanch and true at all times.

Dan R. Walls,
Splitdorf Electrical Co.

It was while in Baltimore that I heard of the death of Dave Smith. I was greatly shocked to hear of it and I do not believe there was any one who would not have expected Dave to live a great many years longer, as he always seemed to be in the very best of health and spirits. There is no one who will be more missed at our conventions, and it is very sad that it must have happened. I met him only once or twice a year at our gatherings, but one only had to know Dave slightly to feel that you knew him very well. M. C. Stokes,
United States Tire Co.

HE WILL NOT BE FORGOTTEN

The announcement contained in the recent issue of your journal was indeed a surprise and a great shock to me. I cannot express my admiration and high regard for David "Sunshine" Smith. He will not be forgotten by his host of friends and I know I shall consider my associations with him as an everlasting asset.

C. E. Whitney,
Whitney Mfg. Co.

Fort Wayne, Ind.—The Indian Motorcycle Club has been organized here with 100 members. The Ideal Motorcycle & Supply Co., local Indian dealers, are the fathers of the new organization which will have headquarters at 124 E. Columbia street.

SOME RECENT DEVELOPMENTS IN CLUB CIRCLES

ALLEGHENY M. C.

At a rousing meeting of the Allegheny Motorcycle Club, of Pittsburgh, Pa., Thursday evening, February 26, it was voted to change the by-laws so as to include an initiation fee of $10, to be effective after the membership has reached the 150 mark.

The club's growth has been rapid of late, and its membership is expected to reach the 200 mark before the end of the season. M. V. Stewart, secretary of the club, 106 Federal street, writes that motorcyclists in the vicinity who desire to join the club without paying the initiation fee should write to him at once.

WEST PHILADELPHIA M. C.

Arrangements are under way by members of the West Philadelphia M. C., of Philadelphia, Pa., whereby the present club headquarters will be remodeled. The changes will not only make the rooms more attractive, but will provide more space. Funds to meet the expenses will be raised through an entertainment, which is to be held April 16. The captain, assisted by members of the touring committee, is mapping plans for the riding season and several race meets and runs are slated for the spring. The first run is scheduled for Easter Sunday, when the Philadelphia riders will go to Atlantic City. The club is also arranging for a two-weeks' tour to Niagara Falls, to be held in July.

FREEPORT M. C. OPENS NEW HOME

Freeport, Ill.—More than 150 guests attended the recent formal opening of the new clubrooms of the Freeport M. C. About eighty-five members of the Rockford club were on hand. The visitors were met at the station by a delegation from the Freeport club, and after a parade to the clubrooms a get-acquainted session was held. At 10:30 p. m. the members and guests adjourned to the Billig Cafe, where an elaborate dinner was served. After the dinner a social program was furnished and short talks were in order, Fred W. Sullivan, president of the Rockford M. C., acting as toastmaster. John L. Donovan, chairman of the F. A. M. Competition Committee, was also among the speakers.

CONVENTION DATES CHANGED

Bay City, Mich.—It is announced by the Convention Committee that the dates of the F. A. M. State Convention to be held in this city have been changed from June 26-28 to June 19-22. Arrangements for the program are now well under way, and already a number of entries have been received for the races to be held. The Bay City M. C. expects that about 750 motorcycle riders will attend the convention and the special committee is preparing race meets, excursions, tours and other amusements to keep them interested.

INDIANAPOLIS PLAY SUCCESSFUL

Members of the Indianapolis (Ind.) Motorcycle Club are elated over the results of the play, "From Indianapolis to 'Frisco By Way of the Lincoln Highway," which was recently staged under the club's management. The playhouse was crowded with more than a thousand motorcycle enthusiasts and their friends, who pronounced the play one of the best amateur performances they had ever seen. The profits amounted to more than $300 and will be given to the Lincoln Highway Association.

Charlie Moy, a Chinaman of Milwaukee, Wis., recently purchased a motorcycle.

TO LAUNCH SAFETY CAMPAIGN

Preparatory to beginning a safety campaign, members of the Portland (Ore.) Motorcycle Club elected officers at their last meeting and discussed plans for the season. Charles W. Howard is the new president, and associated with him are: C. M. Luck, vice-president; A. C. Knight, secretary, and A. C. Dunningham, treasurer. A series of smokers is planned, and these will be featured by athletic events.

PLAN 400-MILE ENDURANCE RUN

Motorcyclists of Sacramento, Cal., are considering plans for a 400-mile open endurance contest which they propose to hold July 4 and 5. The route will be from Sacramento to Lake Tahoe and return, by way of Reno, Nev. The Sacramento club has offered a prize to the first motorcyclist making the round trip to Lake Tahoe this season. Owing to the heavy snows, it is not likely that the trip will be made before June.

ARIZONA F. A. M. ORGANIZATION

Although few in number, F. A. M. members of Arizona recently perfected a State body, and Craig Pottinger, secretary of the Phoenix Motorcycle Club, was elected State commissioner. Ben Rudderow was chosen State secretary, and the following will serve on the advisory board: Harry Lane, J. C. Blaine, Lyle Abbott and E. G. Baker. The State commissioner appointed Joe O'Connell as commissioner for Maricopa county.

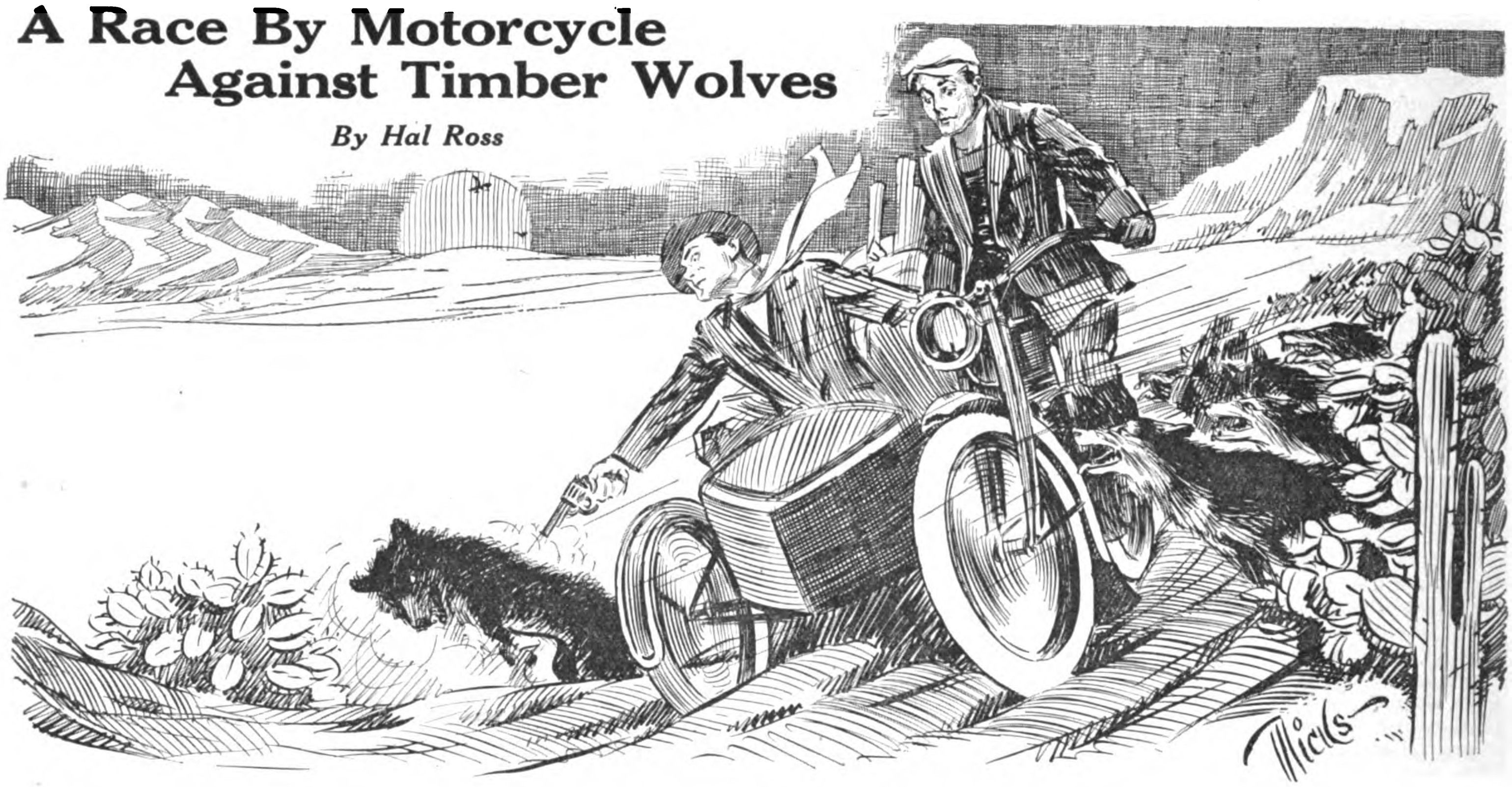
QUINCY M. C. MIDWINTER RUN

The midwinter run of the Quincy Motorcycle Club, Quincy, Ill., was spoiled by bad weather, but, undaunted by this the riders rode to Locust boulevard, where they held some races and performed a few "stunts." The chief event was a tug of war on motorcycles, between Joe Esler and Marcy Futterer, which was declared a draw. Esler and Evan Morris went on a route-finding trip recently, which turned out to be something of a mud lark. At times the motorcycles were up to the hubs in mud and it was all they could do to get through.

FROM C. J. Riley, of 611 Grand avenue, Milwaukee, Wis., comes the above photograph, which shows a number of the members and guests of the Milwaukee Motorcycle Club who attended a recent party given by the club. The picture at the right is forwarded by A. C. Carney, Hamilton, Ohio, and was taken on the occasion of the second quarterly banquet of the Hamilton M. C. Both events were featured by the large number of ladies present.

A Race By Motorcycle Against Timber Wolves

By Hal Ross



DURING my career as a motorcyclist I have been through many interesting experiences, some of them amusing, some rather startling—owing to a rather daring streak in my makeup. But all of them fade into comparative insignificance when I think of one trip I made through a sparsely settled district in Montana early in 1912. That journey stands out as the great adventure of my life. Even now when I think of it my hair has a habit of standing up straight, and cool little chills turkey-trot up and down my spine.

To begin at the beginning and make a long story as short as possible, it is probably sufficient to say that my home is in New Jersey, which is a pretty definite location when one is speaking of the United States. During the summer of 1911, my friend and companion on many a motorcycle trip, Charlie Morton, removed to a lumbering camp about fifty or sixty miles from Livingston, Mont., being somewhere in the general neighborhood of Gulch City. Before leaving he made me promise that I would visit him as soon as it could conveniently be arranged and that I should make the trip on a motorcycle. He had disposed of his machine and said that he would look eagerly forward to my visit. During the latter part of January, 1912, I had occasion to journey to Chicago and decided to continue West and fulfill my promise as soon as my business there had been transacted.

Morton Purchases a Sidecar

After a lot of pretty rough going—owing to the miserable condition of the roads—I reached Livingston one morning nearly worn out but with a high opinion of the stability and general adaptability of my mount. Nothing but an exceptionally fine piece of mechanism could have withstood the terrible strain of that cross-country trip from Chicago.

My friend, Morton, had made arrangements to meet me in Livingston. He rushed up with his usual smile, but after we had exchanged greetings he lost no time in telling me that he was anxious to get back to the camp. He had come to Livingston in a wagon the day before and had sent the wagon back to camp with the driver. I was somewhat puzzled as to how he expected to make the homeward trip until he offered to purchase a sidecar to be used with my motorcycle. I agreed, of course, although I had misgivings over the probable roughness of the roads ahead of us, and without more ado Morton looked up a dealer and slapped down the price of a third-wheeler.

Starting for the Camp

The sidecar was attached at a local garage and loaded with "yours truly," a sack of flour, some bacon, coffee and beans, a blanket or two, several sticks of dynamite, or "giant powder" as it is known in that section, a couple of picks and shovels, and other odds and ends. In all we had quite a load.

The first forty miles of the road led entirely over hills, zigzagging up one side of a mountain only to zigzag down the other—with a dense growth of pine and tamarack and cedar on both sides wreathed here and there in mist. After an uneventful run we were finally clear of the foothills and riding over comparatively level ground. The tall forest trees gave place to a wilderness of thick underbush, by now lying black in the evening air. There had been little snow there that winter, so that even in the gulches and on the bottoms the exposed ground was barely covered; while, on the slopes, the snow had almost entirely disappeared, leaving only rugged patches of white under overhanging boughs and thick brush, and a thin coating of ice in the inequalities of the hard, frost-bound trail, making very treacherous traveling.

As we reached a point about twenty miles from camp, and just as I suggested lighting the lamp, Morton suddenly exclaimed, "Look who's here!"

At the same moment my heart nearly stopped and then pounded rapidly with excitement. There had been no warning; it was as if they had deliberately lain in ambush for us at a turn in the trail; they seemed suddenly and silently to rise on all sides of the machine at once.

Surrounded by Timber Wolves

It is not often that the gray timber wolves, or "black wolves," as the mountaineers call them, are seen hunting in packs, though the animal is plentiful enough among the foothills of the Rockies. As a general rule they are met with singly or in pairs. At the end of a long and severe winter, however, they sometimes come together in bands of fifteen or twenty; and every old mountaineer has a tale to tell—perhaps of his own narrow escape from one of their fierce packs, perhaps of some friend of his who started one day in winter to travel alone from camp, and whose clean picked bones were found beside the trail long afterward.

Out of the earth and the shadow of the bushes, the grim, dark forms seemed to rise on all sides of us. There was not a sound—not a snap nor a snarl; but in the gathering twilight of the February evening, we saw them moving noiselessly over the thin coat of snow which covered the ground. In the uncertain light, and moving as rapidly as we did, it was impossible to guess how many there were. An animal which was one moment in plain sight, would, the next moment, be lost in the shadow of the bushes, while two or more dark, silent forms would edge up to take its place. So, on both sides of us, they kept appearing and disappearing. In the rear, a half dozen jostled one another to push up near to the flying motorcycle—a black mass that filled the whole width of the trail. Behind these again, others, less clearly visible, crossed and recrossed the roadway from side to side. There might be twenty in all—or thirty—or forty. It was impossible to tell.

Only One Revolver in the Kit

For a minute I did not think of the danger. The individual wolf is the most skulking and cowardly of animals, and only by some such experience as we had that night does one learn that wolves can be dangerous. But soon stories of the old mountaineers came crowding into my mind, as Morton sent the motorcycle slipping, sliding, plunging wildly along the narrow trail, while the ghostlike forms glided patiently alongside—appearing, disappearing and reappearing. The silent persistency with which, apparently without effort, they kept pace beside the flying motorcycle was horrible. Even a howl or a yelp or a growl would have been a relief. But not so much as the sound of their footfalls on the snow was to be heard.

At the first sight of the wolves I had drawn my revolver, which always snuggles close to my hip when I am traveling through strange territory. Morton had opened wide the muffler, which had caused the wolves to vanish for a few seconds, and was entirely occupied with getting the motorcycle as speedily as possible over the rough and narrow trail.

"Have you a gun?" I shouted in his ear.

A negative shake of the head was all the answer. So we must trust to the six cartridges in my revolver.

"How many wolves are there, do you suppose?". again I called.

Again he shook his head as if to say he could not guess.

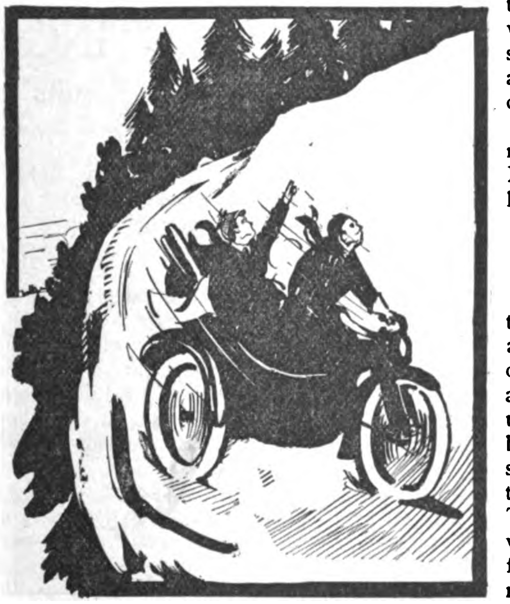
So the minutes passed and we swept on, slipping and sliding, rising and falling and swaying with the inequalities of the trail. The dark forms, growing more indistinct each minute, were hanging doggedly to the machine.

One Pursuer Disposed Of

Suddenly I became aware that a wolf was almost at my elbow; its head was on a level with my waist as I sat in the low sidecar. In the darkness I could plainly see the white teeth, and the dim circle of the eyes. I hardly had to lean over at all to place the muzzle of the revolver within a foot of the great round head before I fired. I saw the black form roll over and over in the snow as we went by. Simultaneously, two other shadowy shapes that had been running in advance of the animal that was shot, dropped back; and looking over my shoulder I could see them throw themselves upon their wounded fellow. For the first time we heard them snapping and snarling at one another, as they tore their comrade to pieces.

Morton leaned forward and opened the throttle wide. Recklessly around short corners and over stumps and inequalities of the ground we roared—slipping, bouncing, barely escaping destruction every few seconds. It was sickening. But we were putting a wide space between the machine and the yelping pack behind.

How long would the respite be? Seconds passed until half a minute had gone. Then a minute. Could it be that they had left us—that the horrible race was over?



But even as the hope was forming itself in my mind, I became aware of a dim, gray thing moving beside me. A moment later another appeared, close by the front of the motorcycle, and behind us the trail was again full of the jostling pack. It was terrible beyond expression, the utter noiselessness with which they resumed their places—apparently tireless; keeping pace with the speeding machine without a sign of effort; patient as fate itself.

Ten Miles Still to Travel

But soon their tactics changed. Either they had grown bolder or the wolf they had eaten among them had put a keener edge upon their appetites. There were now four or five of the ghostlike forms moving on my side of the machine alone. On the other side more were visible. They were now closing in upon us with determination. Suddenly I saw one make a spring at the front wheel, but, missing his aim, he fell back. At this Morton opened the throttle full and swore because it would go no farther. The speed with which we tore over that dark, uneven trail was fearful. What if a tire should burst—what if we should hit one of the numerous stumps in the roadway? Perish the thought—we were gaining some ground.

But the pack again closed in. Once more they were all about us. Leaning forward, and steadying my aim as well as I could in the rocking, bouncing sidecar, I fired full at the whole dark mass in front. Apparently the bullet passed harmlessly through them, but in an instant all had vanished—behind and into the bushes—as a swarm of flies vanish at the wave of a handkerchief. Only for a second, however, and one after another they were back again.

A second shot, fired at random into the mass, was more successful; and once more we saw them drop back and crowd together in the trail behind us while the snapping and snarling grew fainter as the motorcycle sped on.

"About ten more miles to go," shouted Morton. It was the first he had spoken.

When Ammunition Became Scarce

The excitement of the race was indescribable; the narrow lane of the trail lying white ahead of us and behind us between the dark borders of the brush, seen but dimly through the gathering darkness. The respite this time was shorter than before. Once more our relentless foes gathered round us, silently, one by one, the wolves seeming to know as well as we, that the time was growing short and that escape lay not so far away; for hardly had the pack settled in their places round us before I saw one animal throw himself recklessly at the front wheel. There was a sudden jar and our machine went careening madly to one side—through the low bushes for a few feet we crashed but Morton soon brought her back to the trail.

The motorcycle had scarcely passed before the pack leaped upon the struggling form we had hit. In my excitement I did a foolish thing. Leaning over, and thrusting my revolver almost against the skins of the fierce brutes, I fired two shots in quick succession. They had their effect, I know, for I saw one of the dark figures throw itself convulsively out the mass into the brush, where the others sprang upon it, and a death cry went up in the night air. But we could ill spare the ammunition.

This idea evidently occurred to Morton. Leaning suddenly toward me, but with his eyes fixed on the trail ahead, he called:

"How many shots have you left?"

"Only one."

"Not even one apiece for us?"

And I knew that he was in earnest. I knew also that he was right; that it would be better to die so, than to be torn to pieces by that snarling, hungry crew.

But it was too late now. Five shots of the six were spent, and twenty minutes yet must pass before we could reach the camp. And even while these few words were being said the pack was close upon us again. Fiercer now, and more determined than ever to make an end of it, they crowded around. One even flung himself at the low side of the side car to snap at me, and his teeth caught for a moment in the sleeve of my coat as I struck him on the head with the clenched hand holding the revolver. On both sides, too, they jostled each other, in an endeavor to reach us, and I knew that in a few seconds more I must sacrifice the last cartridge.

Morton's Timely Idea

As a forelorn hope I threw the sack of flour to them. But they hardly stopped to tear it to pieces. The blankets, and then some of the groceries, had but the same effect. There was more satisfying food on the motorcycle. And they closed round the speeding machine again.

For the first time Morton turned to look at me.

"Hal!" he called excitedly, "the giant powder!"

For a moment I did not grasp his meaning. Seeing my indecision, he shouted again:

"The giant powder, Hal!"

Then it came to me. Thrusting the revolver into my coat pocket, I fumbled among the various supplies to find the old sack in which the sticks of dynamite were wrapped, and with them the small package of caps and fuse. Taking three of the sticks, I tied them tightly together with my handkerchief and, quickly fitting the end of an inch of fuse—for, in this case, the shorter the piece the better—into a cap, I thrust the latter into the center of the three sticks. I was still at work, when a sudden lurch of the machine and a cry from Morton warned me that something was the matter.

In taking a corner at too great speed, the motorcycle had shot over a small embankment, through the brush and toward a small clump of trees. To avert a disastrous collision Morton was compelled to bring the machine to an abrupt stop. Something had to be done, and with some vague hope, I fired the last shot from the revolver into the dark mass surrounding us. The shot had its effect, for one of the brutes leaped into the air with a yelp and fell backwards into the bushes. In an instant the others flung themselves upon the wounded animal. In the few seconds breathing space, the motorcycle climbed slowly on second speed back to the trail, along which we were soon speeding again, our enemies snarling and quarreling behind us.

The last shot was spent!

A Dainty Morsel for the Wolves

Turning my attention again to the giant powder, I fixed the cap and fuse more firmly in their place, and taking off my belt wound that tightly round the whole. Round that again I wrapped one of the old sacks, and tearing off my coat made an extra covering of that, knotting the sleeves tightly on the outside, that the ravenous teeth might be delayed in tearing the bundle apart. Crouching down in the sidecar, I lighted a match, and, as I did so, I saw that the wolves were upon us again, apparently as numerous and tireless as ever. The match went out; and a second. Crouching still lower, I made a barricade against the wind with my coat, and at last a dull red spark caught the end of the fuse.

The pack was already crowding around the motorcycle. And how slowly the fuse burned! Nursing it carefully with my hands, I blew upon the spark and kept it glowing as it ate its way slowly into the cotton. Why had I not made it shorter? Every moment I expected to feel the sudden jolt which told that the wolves had caught hold of the front wheel or had pulled Morton from the machine.

At last the dull red glow had almost reached the end of the cap. A few seconds more and it would explode. Thrusting the bundle hastily into another sack, forgetting the wolves in my terror lest it should explode in my hands, I stood up and threw it with all my force into the midst of the moving forms ahead.

The beasts flung themselves upon it, and as we swept by, the whole pack was again collected into a struggling, snarling heap beside the trail. We were sweeping round a curve in the trail, and before the machine had gone ten yards, the brush shut out the path behind us and the wolves.

A moment later and the air and the earth shook around us. I was still half standing, clutching the low side of the sidecar, and the concussion threw me forward and nearly out upon the ground. The report was not the crash of a cannon nor the sharp noise of gunpowder, but a dull, heavy roar like an instantaneous clap of distant thunder. The stillness that followed was intense, broken only by the throbbing of the motor, but I thought that I heard, from the direction where the wolves had been, one broken, muffled howl.

Safe in Camp

What had been the effect of it? Both Morton and myself leaned eagerly forward as we rushed with almost express-train speed over the perilous trail. When would those grim, gray, ruthless forms reappear? The seconds passed; minute followed minute, the machine jumped and bounced down the trail like a fury, the engine singing steadily. With every yard traveled, hope grew stronger, till leaning over again I said to Morton:

"I don't believe they're coming, Charlie."

But his only reply was the taking of a sharp corner at full speed.

Then suddenly there came a twinkle of light in the distance. The brush fell away from the trail and the white expanse of the clearing of Morton's camp was before us.

For a distance of more than fifty yards the old trail had to be abandoned, for it would have been more labor to repair it than to clear a new path through the brush. I received a letter from my friend Morton a few weeks ago in which he said that our fearful ride is one of the chief topics of conversation about Livingston, and that men will turn out of their way to look at the hole caused by the explosion and to kick up out of the weeds and brush that have grown around it the skull or part of the skeleton of a wolf.

SUGGESTIONS FOR FITTING ELECTRIC LIGHTING SYSTEM

How a Rider Should Choose the Component Parts to Obtain the Best Results on the Road

By Floyd P. Dickover.

HAVING ridden a motorcycle since they were first made in this country, and having been a dealer at various times, I believe my experiences with lighting systems may be helpful to others. There seems to be considerable doubt on the part of many riders as to the reliability of an electric lighting system, but I believe that most of the riders who do not favor it are those who have not tried it.

In equipping a motorcycle with an electric lighting system, the chief things to consider are how much space can be allowed for the battery, the amount of light required and the length of time the batteries will be used each night before they can be recharged. My observations have shown that for a system without generator or dynamo a comparatively high amperage and low voltage is desirable. Two volts and from 25 to 40 amperes I consider a good combination. A good 2-volt, 10-candlepower lamp with a 25-ampere battery fully charged, will give a satisfactory light for a ride of 75 miles or more.

A Good Bulb Is Necessary

When installing a new system it is advisable to fit a new bulb, although any standard headlight will serve the purpose. If the rider decides to use a new bulb he should get the best that can be obtained. A good bulb will consume less current and give a brighter light than a cheap one, and in the end will cost less. It is a fact that the best bulbs will give five hours of actual service while a poor one is good only for about two hours, each with a fully charged battery.

A rubber jar battery cell of any standard make can be used. Let it be understood that this is not a battery, but a single cell of a battery. A well-made cell of 40-ampere capacity costs little and does not take up much room.

The battery can be carried most conveniently on the luggage-carrier. While the battery system is used mostly for headlights it is sometimes applied to the tail-lamp, as well. When this is done two cells should be used. Have the two cells arranged so that either can be connected to the lamps by simply moving the wires. When so fitted the rider can obtain light for double the period of one cell's service. A lamp of from two to five candle-power gives sufficient light for use on the rear of the machine, and it does not require much current.

The Combination System

The battery and generator combination is primarily for service on machines used regularly for night riding and where it is not convenient to have batteries recharged. The battery in this system is much the same as that already described, except that two cells are connected together and a 4-volt lamp is employed.

The generator may be a machine made especially for such use, or it may be a standard low-voltage, direct-current dynamo of 50 watts capacity at 6 volts. This is equivalent to 6 volts at from 8 to 10 amperes. The speed of this machine should be about double that of the motor when traveling at an average rate. This will aid in taking care of the excessive current.

I have found that a round belt drive from the motor pulley to the counter-shaft and thence to the generator pulley is a good method of operating the generator.

Recent Motorcycle INVENTIONS

Reported by · Lester · A · Sargent, LL.M.

WASHINGTON, D. C., March 17.—John A. Peterson, of Modesto, Cal., has patented a new tandem seat for motorcycles. This seat is mounted on pivoted levers and spiral springs afford the requisite yielding or cushioning quality to the device. It comprises, in combination, a vertically-disposed, inverted U-shaped main frame adapted for attachment to the frame of the motorcycle; a seat-carrying frame embodying a pair of substantially-horizontal parallel side members hinged at their front ends to the ends of the top member of the main frame, and an arched rear member to which the rear ends of the side members are rigidly connected. The cushioning frame which completes the combination embodies spring-pressed parallel side members, hinged at their upper ends to the ends of the rear member of the seat-carrying frame. Patent No. 1,088,793.

An Improved Seat Support

A seat-support for motorcycles, invented by David J. Johnston, of Toronto, Ont., has recently been patented, the patent rights in the United States issuing, under assignment, to The Militaire Auto Company, Inc., of Cleveland, Ohio. Ready adjustment of the seat to accommodate the load, to relieve shocks and to increase the comfort of the rider are the objects sought by this inventor. This seat support consists of the combination of a telescopic post, a seat-bracket support attached to this post, levers pivoted to the motorcycle frame and held under spring tension, links attached to the bracket support and connected with the levers just mentioned, and means for regulating the friction in the lever and link joint, whereby a more or less flexible connection is formed. Patent No. 1,088,028.

A Strengthened Crank-Hanger

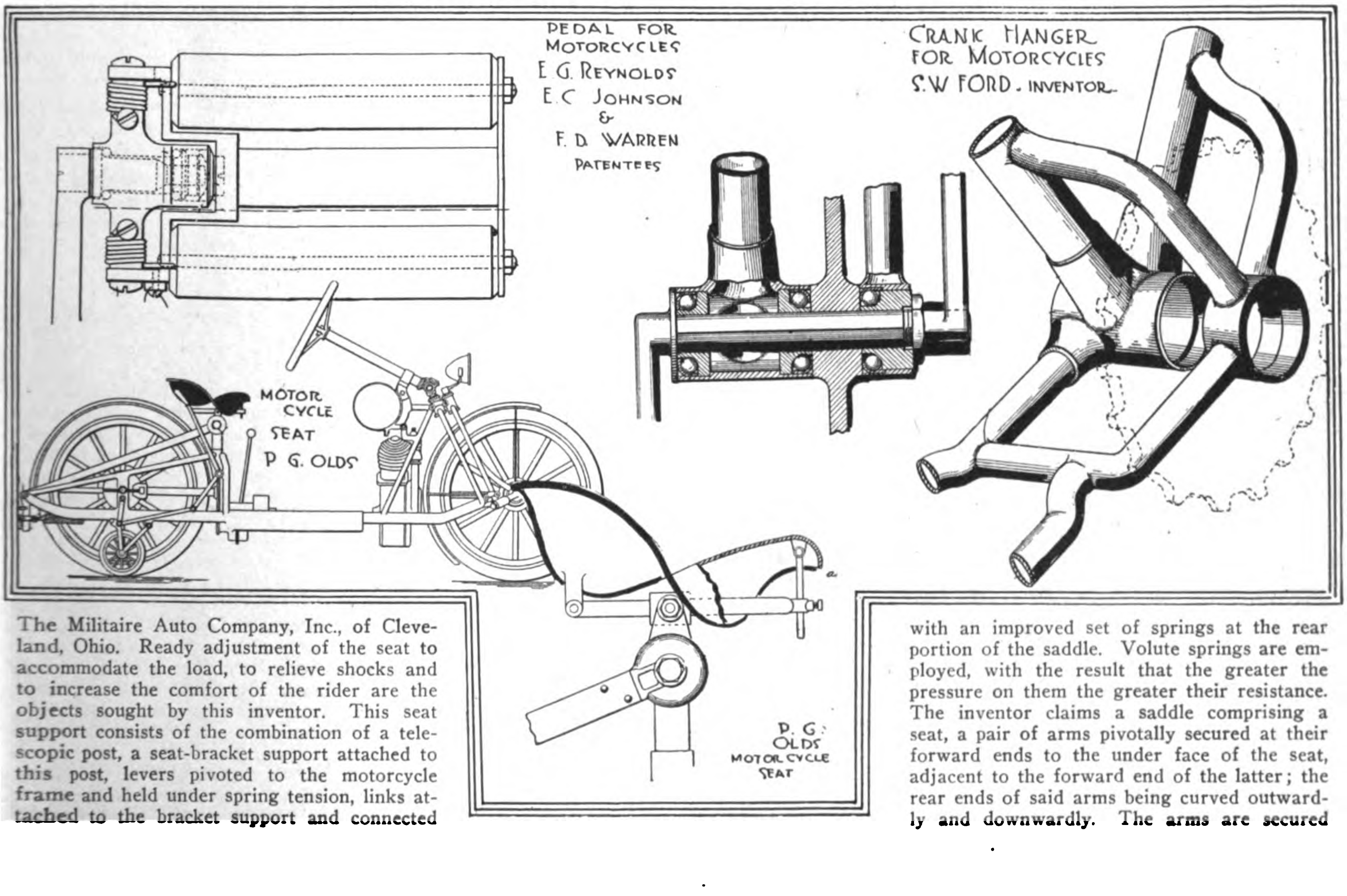
A new crank-hanger for "bicycles and the like," and which may be adapted to motorcycles, is the subject of a patent recently granted to Shelley W. Ford, of Chicago. The inventor has sought to secure greater strength and rigidity in the frame and to effect a more uniform distribution of the strains upon the several parts in his crank-hanger. The Ford frame comprises a pair of tubular members located in axial alignment and forming a two-part hanger, the said two parts of the hanger being longitudinally spaced apart to receive a driving sprocket between them and one of the parts mentioned intersecting the median plane of the frame. The illustration shows the form of the device.

This Pedal Folds Up

A new pedal for motorcycles is the joint invention of Elmer G. Reynolds, Elmer C. Johnson and Frank D. Warren, of Colorado Springs, Colo. It is a pedal that "won't break." The ordinary pedal now in use on motorcycles when the machine tips over often is broken, but not so with the present invention. Instead of breaking it *folds* up. Another advantage of this pedal is that it will not be damaged by running into curbs, ruts or other obstructions. Under such conditions it will again fold up out of harm's way. All available parts are so disposed as to place a preponderance of weight on the lower side of the pedal and maintain a constant balance thereof. Means are provided for tilting the pedal, and also means are provided for returning the hinged portion of the pedal to normal position when deflected therefrom. Any collision throws the pedal rearward and upward and avoids breakage. The spindle is secured to the crank in the usual manner. Patent 1,087,258.

New System of Saddle Springing

Philo G. Olds, of Elyria, Ohio, is the inventor of a new motorcycle saddle. It has a saddle frame having a pivotal connection with the saddle at its forward end and engagement with an improved set of springs at the rear portion of the saddle. Volute springs are employed, with the result that the greater the pressure on them the greater their resistance. The inventor claims a saddle comprising a seat, a pair of arms pivotally secured at their forward ends to the under face of the seat, adjacent to the forward end of the latter; the rear ends of said arms being curved outwardly and downwardly. The arms are secured



together intermediate of their ends, and form a means for securing the device to an object (*i. e.*, a clamping device). The volute springs suspended from the under face of the seat adjacent the rear end of the same and engaged with the rear curved ends of the arms are the most striking features. By pivoting the arms or supporting frame for the saddle to the forward end of the saddle, an easier action is given.

POINTERS ON FOREIGN MOTORING CONDITIONS

Hogg and Esler Are Obtaining Information From Many Foreign Countries Preparatory to Their Proposed Motorcycle Tour Around the World; Some Interesting Data.

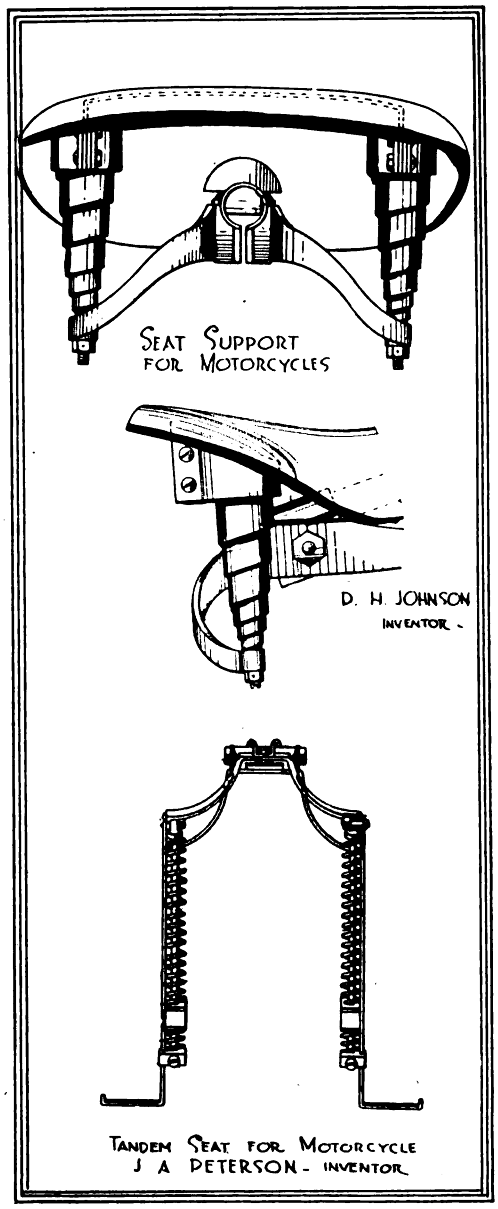
JOHN E. HOGG, of the Hendee Manufacturing Company's staff, recently received an instructive letter relative to motorcycles from C. C. Wang, of Peking, China, in which the Chinese enthusiast states that motor two-wheelers are becoming quite numerous throughout the Empire. Mr. Wang, who is identified with a governmental committee in Peking, writes that in the larger cities, where gasoline is easily obtained, motorcycles are growing rapidly in favor, while even in some of the more remote sections they are coming into use. It is stated, however, that motorcycle touring is safe only on the main-traveled routes, as foreigners are likely to run into serious trouble on the less-frequented roads.

Hogg, who is now preparing for a globe-circling motorcycle tour, on which he will be accompanied by Joe Esler, the well-known Illinois tourist, has also received other letters from foreign countries in reply to inquiries relative to the local motoring conditions. One of the more interesting communications received of late is from the Rev. F. M. Stead, of Kermanshah, Persia, in which motorcycle tourists are warned against visiting Persia except from April to October. During the other months the roads are impassable. It appears that there is a market for American-made motorcycles in Persia, but that difficulty would be found in obtaining distributors, owing to a tendency on the part of the natives to disregard business contracts.

The letter also advises motorcycle tourists to stick to the main routes and to avoid drinking water along the roads, as it is likely to be fairly well supplied with typhoid germs. Tea is easily obtained, and this beverage is recommended for all visitors. It is stated that the Russian trade routes are kept in good repair, while everything possible is done to keep the British trade roads nearly impassable. From this it will be seen that motorcyclists contemplating long European tours will do well to leave Persia out of their itineraries.

Hogg and Esler have been writing to friends and officials in the various foreign countries for some time past with a view of acquainting themselves as fully as possible with the conditions they will encounter on their 'round-the-world trip, and they have acquired a lot of highly interesting information.

Police officials of Springfield, Ohio, are considering a proposition to supply motorcycles for the policemen patrolling the outlying districts of the city.



For Descriptions of Above Newly-Patented Devices See Preceding Page.

LATE SHOP REGISTRATIONS

Among the late F. A. M. repair shop registrations reported by Secretary Gibson are the following: Alexander Winnick, 206 Congress avenue, New Haven, Conn.; Henderson & Hubbard (H. E. Henderson), 312 First avenue, North, Fort Dodge, Iowa; The F. A. M. Repair Shop (R. L. Crutcher), McAlester, Okla.; George M. Keller, Fort Morgan, Colo.; E. J. Crawford, Crown Point, Ind.; Backer & Son (H. E. Backer), Fulton, Mo.; W. V. Roeder, Dwight, Ill.; W. C. Leonard, Motorcycle Garage, 151 South Fifth street, Salina, Kan.; Frazier Cycle Company (W. B. Frazier), 231 South Eleventh street, Lincoln, Neb.; Berry & Brunton, 1014 Gallia street, Portsmouth, Ohio; G. M. Beckett, 807 St. Charles street, New Orleans, La.; Harry L. Lind, 226 Washington street, Rochelle, Ill.; James W. McCartney, 524 West State street, Rockford, Ill.; L. M. Wolfe, Monroe, Ind.; W. A. Lundell Cycle Company, 132 South Main street, Sioux Falls, S. D.; C. V. Patterson, 204 West Main street, Independence, Kan., and a renewal was sent to the Thor Motorcycle Company (W. F. Mann, president). 356 Columbus avenue, Boston, Mass.

Concerning Photographs

OWING to the fact that contributors of photographs often fail to state whether the pictures are to be returned, and sometimes even neglect to forward their names and addresses, it has been found necessary to put into effect a system whereby these, as well as all other pictorial contributions will be satisfactorily safeguarded at this office. Hereafter all photographs will be stamped with the date of receipt and (if not marked for return) will be held one month, in order that the owners may have a reasonable opportunity to recover them. If not called for in that time they will be disposed of to permit of filing the scores of new photographs which come in weekly.

If a picture is marked for return it will be sent back to the owner as soon as our engraver has finished with it, as at present; only those photographs about which no instructions have been received will be set aside and held. This arrangement is to enable all contributors to reclaim their pictures at any time within a month, if they have failed to state in forwarding them that they were to be returned.

Many senders of pictures have extra prints and therefore do not care to have us return those which are submitted to us, but other contributors who prize their photographs highly are disappointed if they are disposed of through lack of information concerning them. It is for the benefit of the latter class that the system referred to has been adopted.

Owing to the number and scope of our illustrations we are keenly appreciative of the value of pictures, and it is our desire to leave nothing undone to co-operate with those who send us prints. All we ask is a brief statement (preferably on the back of the photograph) relative to the disposition that is to be made of the picture. We shall strive earnestly to follow instructions. Send along all the interesting photographs you may have. We'll be very glad to receive them. But to insure your own satisfaction and to avoid adding to the editor's fast-growing tuft of gray hairs—be sure to mark each print with your name and address and any instructions considered necessary.

N. J. M. C. ROUTE CHANGED

Newark, N. J.—It is announced by the Contest Committee of the New Jersey Motorcycle Club that the route for the return trip of the seventh annual endurance run has been changed, the first route planned being abandoned in favor of one leading from Baltimore to New York and then through Lancaster, Norristown, Trenton and New Brunswwick to Newark.

The motorcycle dealers of the city have signified their intention of donating a handsome silver cup, to be offered as a trophy to the team winning first place in the annual run three times. Among the accessory donations that have already been received by the club are a Long horn, Stewart-Warner speedometer, Persons Pan-Dandy saddle, Coventry chains and a Veeder cyclometer.

W. B. Moyer, of Washington, Ill., recently rode his motorcycle over an 1,800-mile route from his home to Aberdeen, S. D., in five days.

BAY STATE M. C. STAG

Boston, Mass., March 15.—Members and guests of the Bay State M. C., of Boston, Mass., numbering 64 in all, attended the club's first annual stag which was held at the Hotel Quincy Friday evening, March 13. Representatives were present from the Lynn, Revere and Waltham motorcycle clubs. Music followed the serving of an elaborate menu, and while being entertained the merrymakers remained still long enough to permit a photographer to take their pictures. Among the special guests and speakers of the evening were: William Mann, agent for the Thor, a veteran F. A. M. member; F. C. Tuttle, of New York, also a pioneer F. A. M. member, and James Baxter, of the Baxter Sidecar Co.

D. Bell, of Glasgow, Scotland, recently climbed to the top of Ben Nevis on a motorcycle with sidecar attached.

WARNER WINS TWICE IN ELLSWORTH MEET

ELLSWORTH, Kan., March 15.—The Ellsworth Motorcycle Club staged its first hill-climb of the year before a large crowd of enthusiasts, and although the winter has been a pretty hard one the boys were quite ready to whoop things up as soon as they were given an opportunity. "Speck" Warner cleaned up in two out of three events.

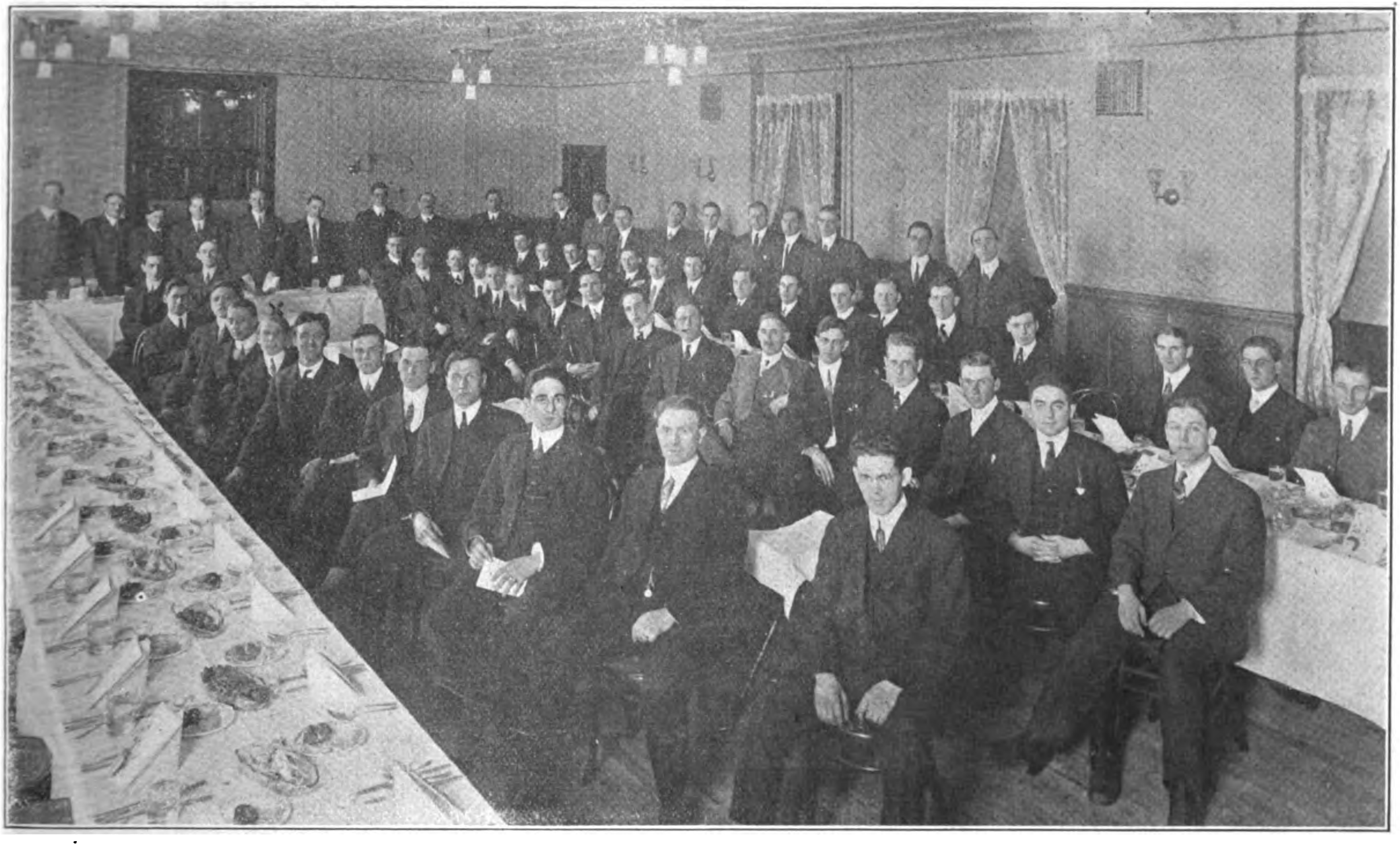
In the contest for 7 h. p. twins Warner showed the way on his Indian in 27⅖ seconds; Honery, Indian, second, 29 seconds; Pulliam, Indian, third 29 seconds; Johnson, Pope, fourth, 29⅘ seconds.

Pulliam won the trial for 4 h. p. singles, making the ascent in 35 seconds on his Indian. In the third event, a free-for-all, Warner was first in 30 seconds; Janetes, Indian, second, 31 seconds.

NEW MACHINES FOR COUNTY POLICE

Savannah, Ga.—Contracts were recently awarded for six motorcycles to be used by the county police. Two unequipped Harley-Davidson machines will be purchased from the Balfour Hardware Company, at $250 each, with a deduction of $50 each for the two old machines. Two partly equipped Indianas will be bought from R. R. Oakman at $260 each. Oakman will also make an allowance of $50 each for two old machines. The two other machines will be furnished by Frank T. Laird, the Yale agent. The Yales are fully equipped and will be sold for $290 each, while an allowance of $75 will be made for each of the two machines to be returned.

Jeremiah Hannan, a motorcycle officer of Buffalo, N. Y., writes that during the 1913 season he covered 11,065 miles without spending one cent for repairs.



Bay State M. C., of Boston, at Its Successful Banquet Held March 13. See Item Above

ABOUT THE PHOTOS ON OPPOSITE PAGE

WITH their usual intrepidity the Indian clan in the vicinity of Springfield, Mass., were among the most prominent snow-pluggers during the recent blizzards and pictures number one and two of the photographic layout on the opposite page bear witness to their fearlessness. Nor did the snow-clogged streets prevent the Yale motorcycle and delivery van used by the MacMillian Delivery Company, of Toledo, from carrying out its schedule with its usual promptness. The third picture shows Edward MacMillian driving and Louis Stone on the tandem.

"The snow didn't stop us," write several members of the Quincy M. C., of Quincy, Ill., who are shown in picture No. 4, which was snapped as the quartet was about to start on an element-conquering trip.

No. 5 is typical of winter in Troy, N. Y. The photo, which is forwarded by Edgar A. Brunelle, depicts one of the divers ways in which the motorcycle can be used successfully in connection with a sleigh.

With the outfit shown in No. 6 B. G. Long, of Spring Mount, Pa., made a trip of 12 miles pulling through the snow up the most formidable grades in the section. While making the trip he carried his sister-in-law and two brothers, as shown in the photo.

Picture No. 7 is forwarded by Ira Malcolm, of the Albany Motorcycle Company, Albany. Malcolm is seen leaning forward.

With the unique contrivance shown in the last view, H. A. Schultz, who is seen on the Harley-Davidson, made a trip from Albany, Wis., his home town, to Monticello, a distance of 12 miles, which he covered in 40 minutes. Schultz writes that in some places the snow was three feet deep.

McGUCKIN WITH STEVENS & CO.

J. J. McGuckin has sold his interest in the magneto cut-out and other Simlpex accessories to Stevens & Company, and has joined the Stevens staff to push its numerous motorcycle lines. Mr. McGuckin retains his interest in the Simplex Machine Works, which is running to capacity to supply the demand for Simplex sidecars.

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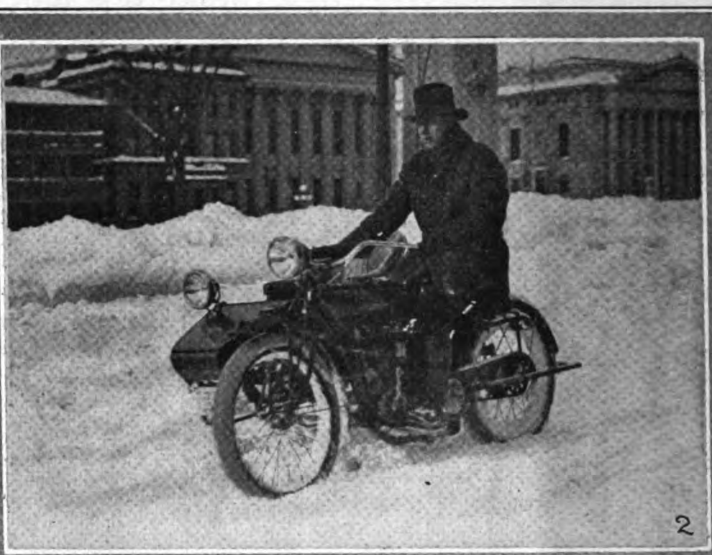
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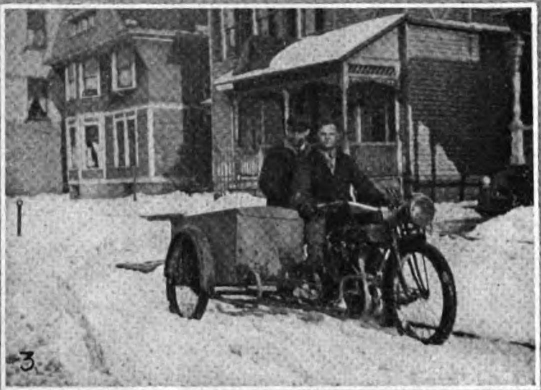
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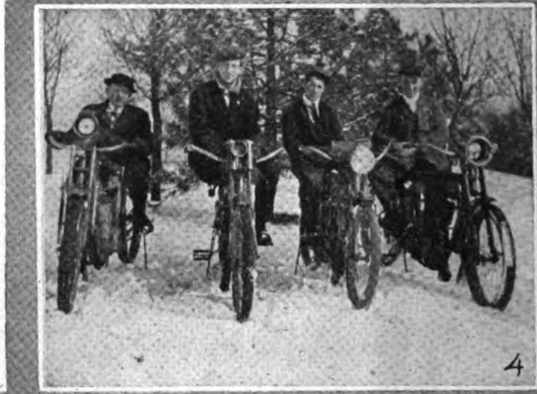
IN a few more weeks snow-plugging on motorcycles will be forgotten, but just now it figures largely in news of the hardy roadsters. The accompanying pictures show scenes such as are attracting attention and amazing non-riders wherever the recent storms have left their marks. On the opposite page will be found descriptions of the photographs.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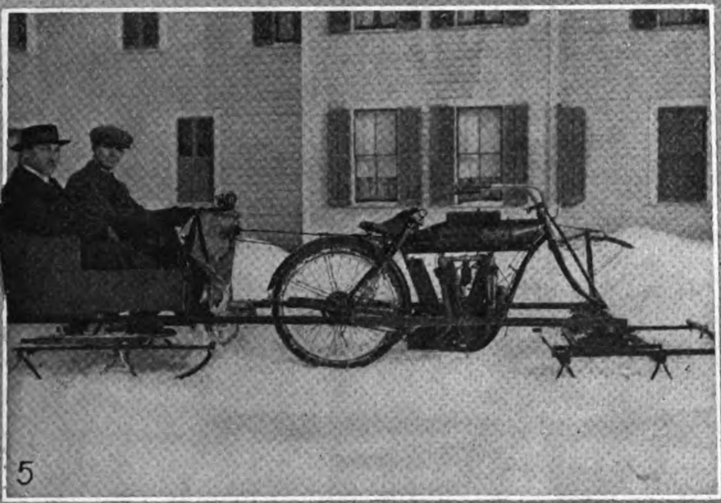
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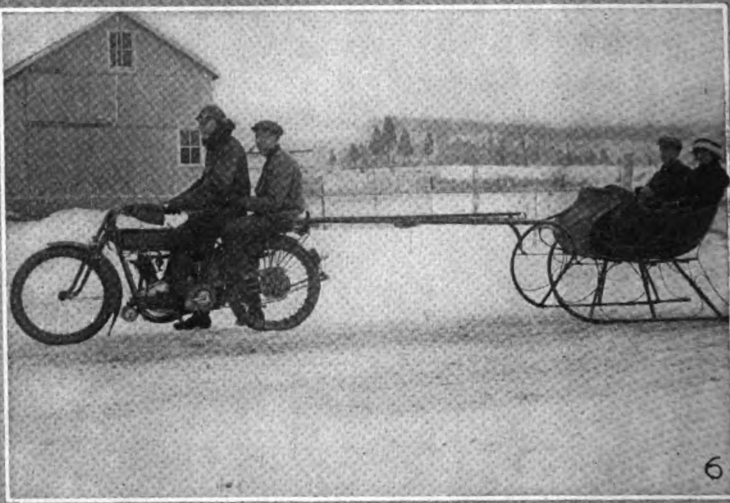
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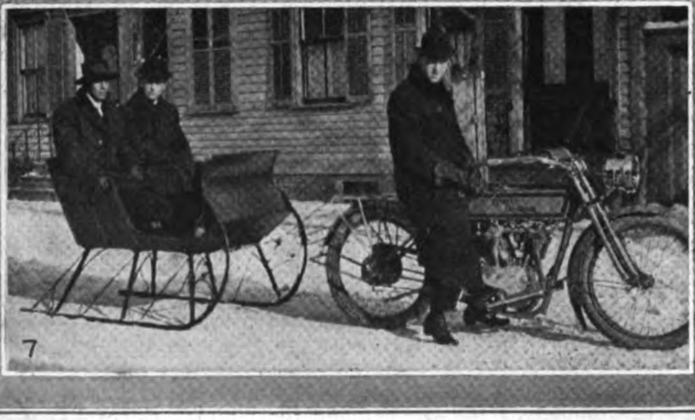
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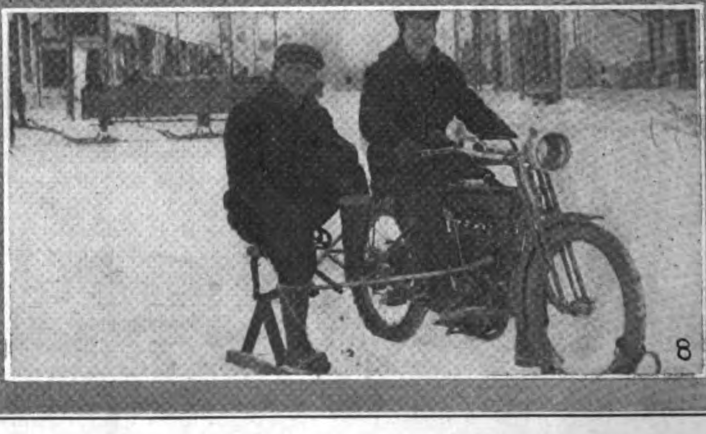
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You've Got to Have a Good Two-Speed— or Quit

The old single-speed motorcycle was a good machine —**of its kind.**

So was the old "one-lung" motor car.

But just as the single-cylinder motor car passed into the realm of Things Forgotten—

So has the single-speed motorcycle outlived its day of usefulness and been discarded.

It **was** a good motorcycle **of its kind**—but its **kind** was **inadequate** and **inefficient alongside the Two-Speed Yale.**

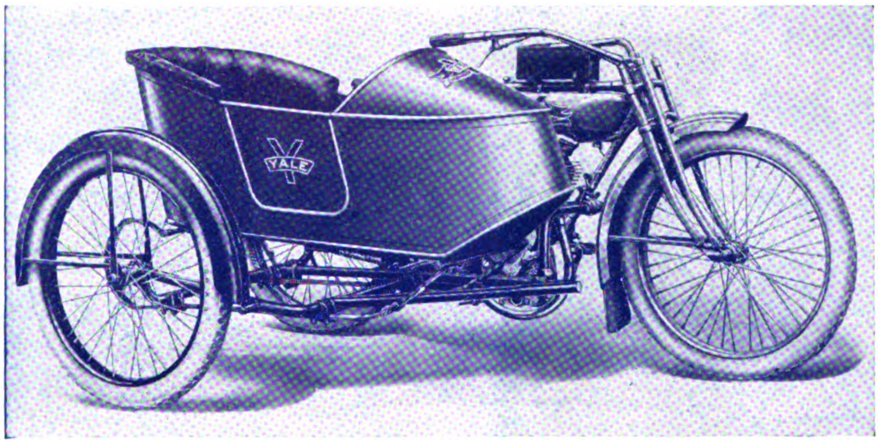
More **power,** more **versatility,** more **smoothness,** more **comfort,** more **simplicity**—all these are offered by the Two-Speed Yale.

That's why buyers everywhere are insisting on a Two-Speed mount.

From all sections of the country comes one and the same report: "The motorcycle demand this year is a Two-Speed **demand.**"

And unless you've got a **good** Two-Speed—unless you can get one—you might as well quit.

The Two-Speed Yale Makes the Sale of Sidecars Easy



Two-Speed Yale Twin with sidecar, a two-passenger roadster of luxury and remarkable all-round ability. The velvet-smooth action of the big, resilient springs, and the deep automobile upholstering of the body give the sidecar passenger unsurpassed comfort and the matchless reserve power, and capability of the Two-Speed Yale carries the outfit swiftly and surely to the destination.

Secondary only to the demand for Two-Speed motorcycles this year is the demand for Sidecars.

And this remarkable growth in Sidecar popularity is due wholly and solely to the perfection of the Two-Speed motorcycle.

The days of lack of power—the days of Sidecar discomfort—the days of jolts and jars and bumps—are gone.

They have passed with the passing of the Single Speed.

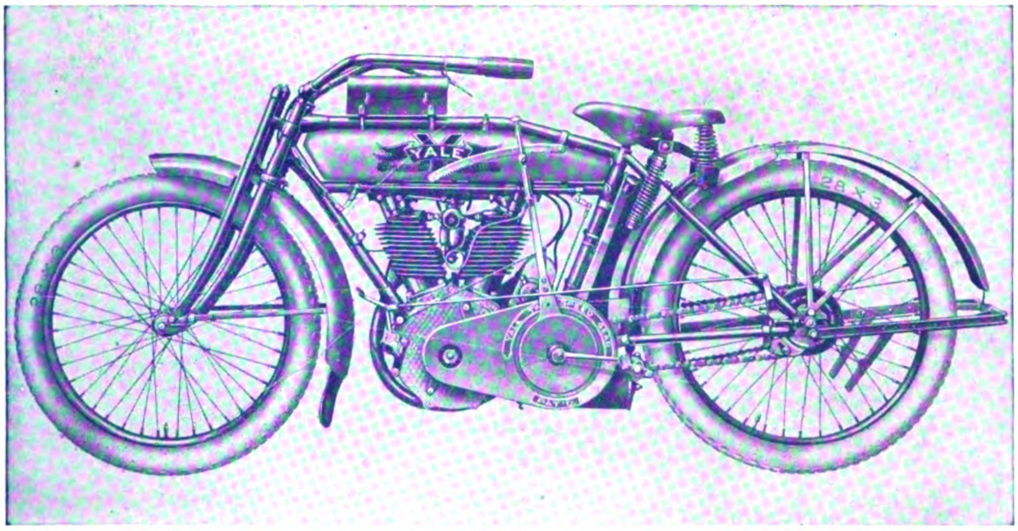
The **extra power,** the **versatility,** the **pulling** and **climbing** ability of the Two-Speed Yale make Sidecar riding an undreamed-of joy.

The Yale dealer can demonstrate with the buyer seated comfortably in the Sidecar.

He has power in plenty for any emergency—for steepest hill, for deepest sand.

He can prove so surely the **comfort,** the **usefulness,** the **wonderful possibilities** of the Sidecar **with** the Two-Speed Yale that he can sell a Sidecar with almost every motorcycle.

Where Will You Find These Vital Features—Save in the Two-Speed Yale?



Two-Speed Yale Twin, the motorcycle that established a new standard of values. Patented Yale planetary two-speed gear built in as a regular part, controlled entirely by one lever, with auxiliary foot control for use without removing hands from bars, when desired. Motor of extreme high efficiency, with flanges horizontal, in line with air currents, permitting effective cooling of both cylinders. Valve mechanism enclosed.

The features of the Two-Speed Yale **are vital.**

There is no getting away from that fact—there is no getting around it.

First, the fact that it **is** a Two-Speed—a **proven** Two-Speed—is **vital.**

Second, the fact that it is a **built-in** Two-Speed is **vital.**

Third, the fact that the Yale Two-Speed gear is **built into the countershaft** is **vital.**

Fourth, the fact that it has **one-hand, one-motion control** is **vital.**

Fifth, the fact that it is as **infallible in action** as it is **simple in control** is **vital.**

Sixth, the fact that it **doesn't cost a cent extra** (being an integral part of the machine, **not** an attachment) is **vital.**

You must have **all** of these features to offer the rider—he will **demand** them as his right.

Where will you find them—save in the Two-Speed Yale?

Why The Yale Dealer Knows He'll Make Big Sales This Year

The Yale dealer **knows** he'll make big sales this year—

Because he has a Two-Speed that is the **exact kind** of a Two-Speed the buyer is looking for—

Because he has a Two-Speed that's **built-in**—not an attachment "hung on"—

Because he has a Two-Speed that's **simple in construction,** yet staunch and strong—and **positive in action**—

Because he has a Two-Speed motorcycle that will **out-pull** and **out-climb** any motorcycle built.

The Yale dealer can take the buyer in a sidecar, and climb a 50 per cent grade—**with ease.**

And the "Big Y" is the **only** motorcycle on the market that can give **such a demonstration.**

Is it any wonder that the Yale dealer **knows** he's going to sell all the Two-Speeds and all the Sidecars he can get?

Is it any wonder that orders for Two-Speed Yales are pouring in?

If you're a Yale dealer—you had better hustle if you want to increase your orders—

If you're not a Yale dealer—you may get one of the few open territories, if you hurry.

But don't take a chance on the mail's delay—**wire** your order for Yales today!

***The* CONSOLIDATED MFG. CO.,** **1730 Fernwood Avenue, Toledo, Ohio**

Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY, Los Angeles and San Francisco

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, and all kinds of Drop Forgings.

From now on at least one answer to a touring inquiry of general interest will be published in this department in each issue. The aim will be to select from among all the inquiries received during the fortnight the one which is likely to interest the greatest number of motorcyclists in addition to the one who submits the inquiry. Answers to other touring questions, which do not appear in this department, will be forwarded by mail, as at present. Always give your full name and address.

NEW YORK TO OLD POINT COMFORT, VA., AND RETURN

TOURING Department, MOTORCYCLE ILLUSTRATED: *I would be glad to have your assistance in laying out a motorcycle tour from New York City to Old Point Comfort, Va., and return—going, preferably through Trenton, Philadelphia, Wilmington and Dover, Del., and Cape Charles, Va., coming back through Richmond, Washington and Baltimore. How many days ought this to take (exclusive of the stop at Old Point Comfort), and how would you suggest dividing it up? Any advance information about hotels, especially in Virginia, would be gladly received.*

E. J. ENRIGHT.

The trip you outline from New York to Old Point Comfort via Philadelphia, Wilmington and Dover, is the shortest and quickest way to the Eastern seacoast of Virginia, though it requires a ferry across Chesapeake bay from Cape Charles to the mainland. Leaving Manhattan, preferably by the West Forty-second street ferry, go through Weehawken to the Hudson County Boulevard and down same to the rebuilt Plank Road, now the best of the two ways to Newark. Continue through Newark, Elizabeth and Rahway to New Brunswick; thence by Monmouth Junction and the direct turnpike to Trenton, running into Philadelphia along either the Pennsylvania or New Jersey side of the Delaware river. Go out Walnut street and Woodland avenue, to Darby, where you connect with the direct pike through Chester, Pa., to Wilmington, Del.

So far, of course, you have been following the conventional route to Philadelphia and Baltimore; but at Wilmington a decided southward turn is made into the one road which traverses the center of Delaware, passing through Smyrna, Dover and Seaford, a few miles below which the state line is crossed into the quaint "Cape" district of the Old Dominion. Roads are of various kinds—a good many long stretches of sand, often with deep ruts worn by wagons, all following the same path, with here and there a fine piece of shell road, especially 12 miles near Seaford. After entering Virginia, you pass through a number of towns so small that they are hardly recognized, and come to the end of the road at Cape Charles; here it is necessary to take a railroad ferry across Chesapeake bay to Old Point Comfort, possibly after an annoying wait, as no attempt is made to accommodate road travel.

Apportioning the Trip

We have purposely sketched the route on the down trip before referring to the schedule; the total road distance from New York to Cape Charles is about 335 miles, which, under some circumstances, might be made in two days. But a three-days schedule is better, both on account of the sand already referred to, and the desirability of reaching Cape Charles before the late afternoon. If the first day's run is from New York to Wilmington (123 miles), the next day might bring you to Salisbury (108 miles), and that would leave 104 miles for the third day, which is about as fast time as the average motorcyclist will care to make on that particular route.

While Wilmington has never been noted for its good hotels, and the motorcyclist stopping at either of the two principal ones will invariably wish that he had chosen the other one, it is best to go beyond Philadelphia the first day, or the second day's run may be too long, considering road conditions. Dover is probably the best noon stop, though only 48 miles beyond Wilmington, while Seaford, the next town of any size, would be too far. Coming into Salisbury for the second night, you will find an enterprising little city with fair stopping places. Of course at Old Point Comfort is one of the finest hotels on the Atlantic seacoast, the Chamberlain, $5 up, American plan; but if you do not care for these prices, there are two or three cheaper places, where the accommodations will be fair.

Points of Interest to Be Visited

From Old Point Comfort to Richmond is through the historic peninsula, via Hampton, Newport News, Warwick, Williamsburg and New Kent, entering Richmond past the National Cemetery into East Broad street., leading direct to the State Capitol as well as to the principal hotels, the Jefferson and the Richmond—as good as you will find anywhere in the South. The road up from "Old Point" is only 94 miles, all the way through the historic peninsula, and there will be plenty of time for a short detour from Williamsburg to Jamestown Island, the first white settlement in America. A few hours spent in riding over the fine streets and boulevards of the Virginia capital will also be worth while, and no matter how short the time is, no stranger should miss the run out Monument avenue, where heroic-size statues are erected to the memory of Robert E. Lee, Jefferson Davis and others.

Leave Richmond by running north about 7 miles to Solomon's store, where leave the direct road (which continues to Fredericksburg), by turning left on the through route to Charlottesville. Pass through Montpelier, Jackson and Louisa to a small place called Trevilians, where (unless you want to go into Charlottesville), keep to the right, running into the Charlottesville-Orange-Culpeper route at Gordonsville. Turn right at Gordonsville, passing through Orange, Culpeper, Warrenton, Middleburg and Fairfax Court House to the Potomac river, which is crossed into Washington. A new, shorter line is now building between Richmond and Washington via Fredericksburg.

The Shortest Return Route

From Washington to Baltimore is practically a complete boulevard through Laurel and Elkridge, entering Baltimore preferably via Edmonston, Lafayette and Mt. Royal avenues; here is another city, noted like Richmond for its splendid monuments. When ready to leave Baltimore, start up Charles street boulevard, which leads to Towson, Md., where you turn right and continue through the Loch Raven valley to Belair, from which point there are two routes the balance of the way to the Susquehanna river. For the shortest possible return route to New York, take the upper road from Belair, crossing the river by bridge at Conowingo, and cutting diagonally through Rising Sun and Calvert, Md., to Oxford and Coatesville, Pa., on the Lancaster Pike.

It is not necessary, in this case, to go into Philadelphia at all, as recently a route has been developed across from Coatesville to Phoenixville and Trenton, saving considerable mileage and cutting out Philadelphia entirely. The usual way, however, is to take the lower road at Belair, running through Churchville to Havre de Grace, where the Susquehanna is crossed on a comparatively new highway bridge nearly a mile long, to Perryville. Formerly there were about 20 miles of red clay road on the way from Perryville to Elkton, Md., but during the past year most of this stretch has been improved by the state of Maryland. Using this route, continue through Newark and Marshallton, Del., to Wilmington, from which point the southbound trip is reversed to New York.

Completing an Eight-Day Trip.

Of course, the distance from Old Point Comfort home is much greater than the distance down, and at least two extra days must be allowed for it. Leaving Richmond the following morning after starting north from Old Point, Washington could scarcely be reached the same day; but you could get to Warrenton (125 miles) the second night out, making Washington (64 miles) for lunch, and Baltimore (44 miles) the third night. There are only small country hotels between Richmond and Washington, but Gordonsville, Orange, Culpeper and Warrenton have comfortable stopping places.

Making night stops northbound at Richmond, Warrenton, Baltimore and either Wilmington or Philadelphia, would bring you back to New York on the evening of the fifth day, or eight days riding altogether for the round trip. Of course, you could beat this schedule by fast running, but are more likely to exceed it, especially if you are sufficiently interested in the scenic or historic points.

With the Manufacturers

MOTOR PRODUCTS CO. READY FOR BUSINESS

New Corporation Organized to Take Over Former Flanders Factory at Chelsea Has About Perfected Organization, and Counts Upon a Steady Output for the 1914 Season.

DETROIT, Mich., March 16.—Announcement is made that the factory at Chelsea, Mich., formerly devoted to the manufacture of Flanders motorcycles, has been purchased outright by the Motor Products Co, which will continue to produce the Flanders line of motor two-wheelers. The Chelsea plant covers about fifteen acres and affords every facility for taking up the manufacturing work under most pleasing conditions. The Motor Products Co. is a new corporation, formed especially for the purpose of taking over the former Flanders plant.

Ever since last fall when the company acquired the factory it has been working quietly to get things in shape for a large 1914 production, and considerable new equipment has been installed. The factory is under the capable supervision of D. W. Caswell, and the main headquarters of the Motor Products Co. are at Brush and Jefferson avenues, Detroit.

Under able management and with the best equipment obtainable, the factory will be able to take first-class care of dealers throughout the country, and communications relative to agencies are invited. Mr. Caswell, who is in charge of the production end, stands high in the motorcycle industry, and the fact that he is retained at the factory is indicative of the company's determination to market a really high-class product. He has collected a corps of able lieutenants and skillful workmen, who will play an important part in the company's policy of "keeping the quality up and the cost down."

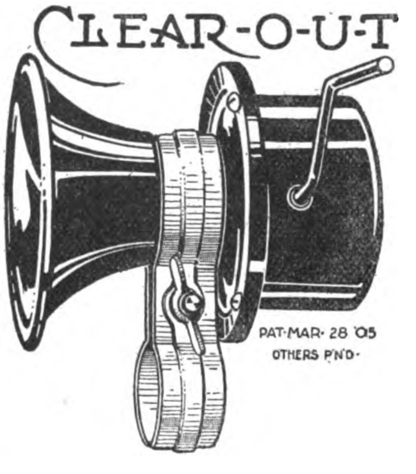
Benjamin Howard, who has long been connected with the sales end of the industry, is at the sales helm for the new company. Mr. Howard was at one time sales manager for the American Motor Co., of Brockton, Mass., and later managed that company's store in Dallas, Tex., for several years. On leaving the American Motor Co., Mr. Howard took up the sales end with the Flanders Mfg. Co., at Pontiac. Benjamin F. Falter is president of the Motor Products Co., and D. C. McCord, former general manager for the Flanders Mfg. Co., is secretary-treasurer of the new company. It will be noted that a number of the men who helped to bring the Flanders to the front in the past are associated with the new company, so that the organization is already a seasoned one.

MOTOR PRODUCTS CO.

The Former Flanders Factory in Chelsea, Mich., Recently Bought by The Motor Products Co.

SEISS COMPANY MARKETS HORN

TOLEDO, Ohio, March 15.—Having experimented and tested its products since 1907, the Seiss Mfg. Co., of Toledo, Ohio, is now prepared to market a horn, which is guaranteed to give the same clear, penetrating sound noted in electrically-operated horns.



The Seiss horn is a mechanically-operated instrument, but the sound is produced in the same manner as in electrical horns, by the rapid vibration of the diaphragm. A hardened toothed wheel, operated by a small crank on the side of the horn, works in contact with a roller point on the diaphragm, causing rapid vibration and producing a loud and far-reaching sound. Flexibility of the shaft eliminates the necessity of making adjustments and keeps the instrument in perfect working order. Before adopting the present design of horn the Seiss company tried out several other kinds, and is convinced that the hand-operated Seiss is the most suitable for motorcycle use. It can also be fitted to a bicycle. It is finished in black rubberoid enamel, and is furnished with a rigid adjustable bracket. The horn is shown in the accompanying illustration. It will be noted that it is simple in construction.

J-M BRANCHES MOVED

F. J. Low, manager of the advertising department of the H. W. Johns-Manville Company, New York, announces that both the Indianapolis and Louisville branches have been moved to larger quarters owing to the increased business in automobile and motorcycle accessories. The Johns-Manville branch at Indianapolis, Ind., has been moved to 408-10 North Capitol avenue, and the new address of the branch at Louisville, Ky., is 661 South Fourth avenue. Both of these branches have ample stockrooms, as well as the show and salesrooms. Service equipment has been installed in both branches.

WIGWAM REPRESENTATIVES

Springfield, Mass., March 14.—In connection with the redistribution of their territory H. H. Noyes, August F. Zimmerman and W. J. Teubner, of the Indian traveling staff, were at the Hendee factory this week. The state of Pennsylvania has been divided among them, Teubner taking the western section, Zimmerman the eastern division and Noyes the northern row of counties extending across the entire state. Noyes and Teubner retain the remainder of their former territory, while Zimmerman relinquishes North Carolina to O. V. Atwood, a newly-appointed field scout, who will also cover South Carolina and southern Florida. Other recruits are J. G. Love, who will travel southern territory out of the Atlanta branch, and F. B. McFadden, on the staff operating from the Minneapolis branch.

FOR A TANDEMITE IN CHINA

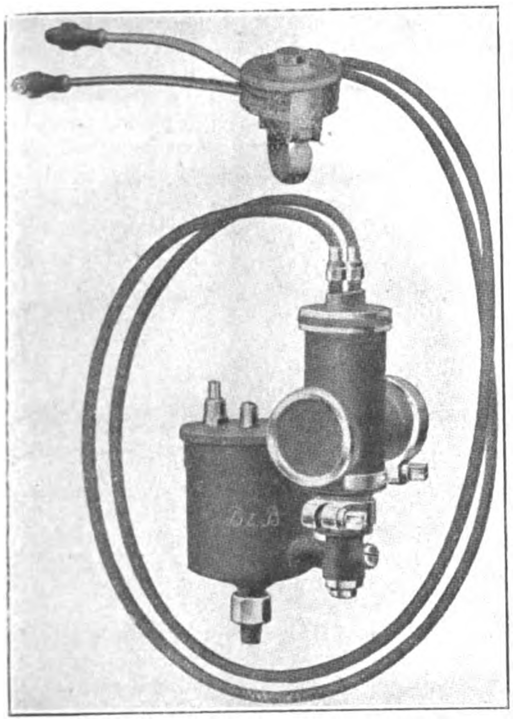
An order of more than passing interest was received recently by the Stoll Manufacturing Company, of Denver, Col., makers of the Stoll Dream tandem, from a professor of the Chili Technical High College, of Tien-Tsin, China. The order called for a Stoll Dream tandem, to be used on a two-speed Indian by the professor's wife. In forwarding his order the professor stated that he was very favorably impressed by the comfort features of the Stoll tandem, as he had ridden on one of the few which were shipped into his territory last year.

REORGANIZE DAYTON TIRE FIRM

Dayton, Ohio.—A complete reorganization of the Dayton Rubber Manufacturing Company, of this city, has been effected and the following new officers have been named: E. P. Hooven, president; J. C. Hooven, vice-president; E. C. Hooven, secretary-treasurer, and John A. McMillan, general manager.

BROWN & BARLOW CARBURETERS

In addition to Coventry chains and an attractive line of imported specialties for automobiles and motorcycles, the Herbert F. L. Funke Company, 112 Broad street, New York City, has the sole agency in this country of the B. & B. carbureter, manufactured by Brown & Barlow, Ltd., of Witton, Birmingham, England. The B. & B. 1914 semi-automatic variable jet model for twin-cylinder motorcycles is shown in the accompanying illustration. This model is fitted with a tapered needle which varies the size of the jet.



The Brown & Barlow Carbureter.

Simplicity is the chief aim of the manufacturers and, with the exception of small screws and springs, the carbureter is made of copper alloy throughout, thus keeping it proof against rust. All parts of the carbureter are interchangeable, and an iron-clad guarantee accompanies the sale of each product. Reliability, easy adjustment and economy for power developed are features of the B. & B. that appeal to the thoughtful motorcyclist. The line includes a number of other models adaptable to motorcycle use. Interesting booklets descriptive of the Brown & Barlow line are being distributed by the Funke company.

THE FEDERAL MINSTRELS

Employees of the Federal Rubber Manufacturing Company, of Milwaukee, Wis., staged a very creditable minstrel performance before a crowded house at the Pabst Theatre in Milwaukee on February 21. Among those who turned out to see and hear the minstrel men go through their paces were former Mayor David S. Rose and other prominent Milwaukeeans. In addition to the regulation minstrel ring, with its chorus and solo numbers, there was an excellently-handled "olio."

The minstrel show is but one of the results of the efforts of the Federal company to promote among its large force of employees the spirit of good fellowship which goes with fraternal feeling and highest efficiency. The Federal baseball, basketball, football and bowling teams also give substantial proof of the eagerness with which the company's staff has welcomed the chance to co-operate. "The value of this spirit cannot be figured in dollars and cents," writes the company, "and we aim to foster it in every way possible."

M. M. A. STANDING COMMITTEES

At the meeting of the Motorcycle Manufacturers' Association, held in Buffalo, March 4, the following standing committees were appointed: Information bureau, A. B. Coffman, chairman, show committee, A. B. Coffman, chairman, Arthur Davidson (Harley-Davidson Motor Company) and T. W. Henderson (Henderson Motorcycle Company); traffic committee, Arthur Davidson, chairman, C. F. Duggan (Hendee Manufacturing Company), J. G. Murray (Harley-Davidson Motor Company), and H. A. Brown (Miami Cycle & Manufacturing Company); auditing committee, W. G. Schack, chairman (Emblem Manufacturing Company), and J. W. Ash (Miami Cycle & Manufacturing Company); membership committee, L. D. Harden, chairman (Pope Manufacturing Company), and H. N. Kirk (Aurora Automatic Machinery Company); publicity committee, Fred Mathes, chairman (Excelsior Motor Manufacturing & Supply Company), and H. M. Huffman (Davis Sewing Machine Company).

THE MOHAWK SIDE-SEAT

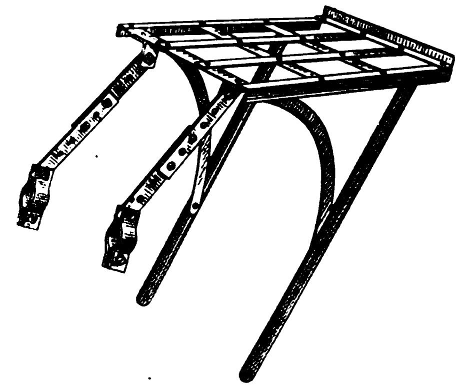
Because of its graceful lines and comfort-giving qualities, the Mohawk side-seat, manufactured by Bowen Brothers, of 54 South street, Utica, N. Y., is meeting with a wide demand among motorcyclists, who carry tandem passengers. As will be seen in one of the accompanying illustrations, the Mohawk does not necessitate an awkward sitting posture and is designed to eliminate cramping of the body or limbs. This is accomplished by giving the seat a deep curve. The seat is 18 inches wide on the back, 9 inches across the front and 15 inches long. It is upholstered with genuine leather and has a nickel-plated hand-rail around the side and end. The footrest is 6 by 13 inches and is covered with white rubber matting. A band enameled to match the color of the machine adds a pleasing touch to the equipment. The second illustration shows the adaptability of the Indian spring carrier for use in connection with the Mohawk side-seat, of which there are two models, one being made especially for use on 1913 and 1914 spring-frame Indians and selling for $18. A spring-carrier is furnished with this model. The other model, which is furnished without carrier, and which can be used on other makes of motorcycles, is listed at $15. Literature descriptive of the Mohawk Easy side-seat may be had upon application to the Utica manufacturers, Bowen Brothers.

OHIO TIRE COMPANY

D. Herring, Jacob Rinehart, Norris Kirkpatrick, Henry G. Brunner and George W. Herring are the incorporators of the newly formed Ohio Tire Company, of Mansfield, Ohio, which has a capital of $1,000, and will deal in all kinds of tires, including motorcycle casings.

ATTRACTIVE WALDORF CARRIER

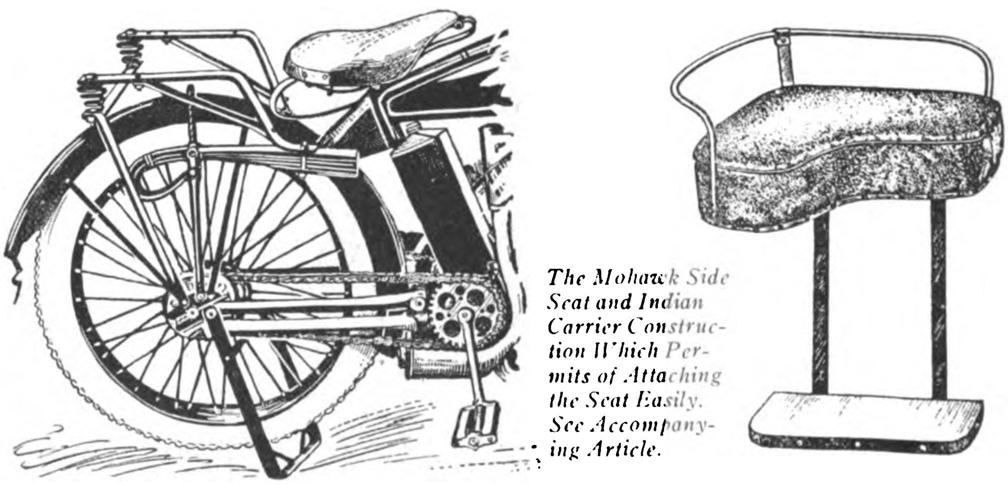
Herewith is shown the Waldorf luggage-carrier made by the Waldorf Motor & Machine Company, 133-137 Cannon street, Bridgeport, Conn., and which was described in a recent issue. The carrier is adjustable and is suitable for use on any make of motorcycle. The top is 10 by 16 inches and is turned up at the back to prevent luggage from sliding off. The Waldorf carrier is made in two models, Nos. 1 and 2, the former being shown in the illustration. No. 1 sells for $3, while No. 2, which is furnished with extension nuts and footrests, is listed at $3.50.



Waldorf Luggage-Carrier.

PROMPT DELIVERIES NOW ASSURED

By way of explaining slight delays that have occurred recently in connection with the delivery of its products, the Loewenberg Company, 58 Colden street, Newark, N. J., announces that it has just completed the work of installing electric power in its plant. Formerly power was furnished by steam. The installation of the new power plants will enable the company to keep abreast of the demand for its Loewenberg and Everdri motorcycle and sportsmen's clothing. Assurance is given that prompt deliveries can now be made.



The Mohawk Side Seat and Indian Carrier Construction Which Permits of Attaching the Seat Easily. See Accompanying Article.

EXPERT SAYS HEAVIER DRIVE CHAINS ARE DUE

Member of Well-Known Renold Firm Discusses American Tendencies

WRITING from England with reference to his recent visit to the United States, C. G. Renold, of Hans Renold, Ltd., makes some interesting comments upon the American motorcycle trade in general, and treats of the place occupied by the chain as a transmission agent in this country. Mr. Renold's observations carry special weight in view of the fact that he has been very active in introducing the well-known line of Renold chains to the motorcycle field.

"In the first place," writes Mr. Renold, "it is evident that the conditions under which the American machines were developed were very different to those prevailing in Europe. The enormous size of the American market, for instance, has had a marked influence. With a country of 92,000,000 people, of whom apparently a considerable proportion were clamoring for motorcycles, it is not to be wondered at that makers launched out into manufacturing on a large scale, rather than proceeding with the extreme caution of the manufacturers in Europe.

"The American roads, however, many of which are very rough, have, no doubt, had the deciding influence in fixing the design. To get 'there and back' a large reserve of power was needed, so that while English motorcycles could do their work on 2 to 5 h. p., the American machines require 5 to 15 h. p. The American designer was called upon primarily to provide a machine which would stand up under the combined stresses of the roads and the horsepower, and he has not found time as yet to study some of the little refinements which the English rider has come to regard as necessary. That the American designer is progressing rapidly, however, cannot be denied.

"In England the mere 'getting there' was not such an achievement, as the conditions of the roads were much easier. The rider, therefore, was and is much more critical of the way in which his machine performs its task. He is not satisfied with a chain which may wear out in six months or so, and he does not hesitate to voice his complaints. In America the rider seems to be more liberal in his view; when he is called upon to buy a new chain he simply buys it and goes on riding. The English rider makes all kinds of comparisons as to how long his chain lasted, and how long it should have lasted, and he is therefore more of a problem for the manufacturer than your American motorcyclist. The critical English rider is, no doubt, responsible for the refinement of detail which provides both sweetness of running and long life on the leading English motorcycles.

"The first problems of the American de-up—are now solved, and the American rider, like the Britisher, will soon show greater interest in economy of running and upkeep, and the manufacturer who gives extra running life in any part of the equipment will be recognized and appreciated by his customers. Being especially interested in chains, I draw my illustrations from them, but I believe the same thing is true of other replacable fittings. I say the 'replacable fittings' because I believe the work put into the essential structure of the American machines and engines is, on the whole, very sound. Indeed, it cannot be otherwise to withstand the service conditions.

Chains May Be Larger

"I think these conditions, coupled with a more critical attitude on the part of the rider, will demand larger transmission chains if the present increased horsepower is retained. The chains now in use were designed originally for 2 to 3 h. p., and though they have been improved so that they can now be made to transmit 12 to 15 h. p., much further improvement cannot be expected; at least as regards wearing qualities. It is possible to increase the strength of the chains considerably by using special steels, or by other means, but there are definite limits to the improvements of the wearing qualities, because the area of the bearing surfaces can hardly be increased. The quality and area of these surfaces, provided the chain has sufficient strength, determines the service it will give before being worn out. I have heard some talk of using the 'silent chains' for the transmission, but I do not believe that any 'silent chain' exists as yet which is good enough for the service, though possibly one can be made. Another drive which may in time need something special in the way of chains is the starter-generator for motorcycles.

"For one thing at least my personal gratitude is due the American motorcycle designers; they have been very fair in their attitude towards the chain as a transmission agent. Their stand has had quite a lot to do with hastening the general adoption of chains on English machines. What I have seen of the American motorcycle in England makes me sure that it will find a wide market in Europe, and that it will give a good account of itself there."

The Renold chains are handled in this country exclusively by Peter A. Frasse & Co., 417 Canal street, New York, and it is through the courtesy of Manager John R. Cautley, of the Frasse company's chain department, that we are enabled to print the extracts from Mr. Renold's letter.

SIMON ON YALE STAFF

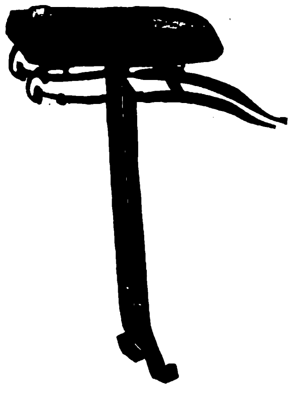
A new recruit to the ranks of Yale travelers is F. H. Simon, who is well known to the motorcyclists of Chicago and Detroit. Simon spent several years in the former city and was a member of the Chicago Motorcycle Club, participating in many of the club runs and tours. Just prior to his going with the Consolidated Manufacturing Company he was engaged in the selling of motorcycles in Detroit. The scene of Simon's new duties will be Iowa. The district in which he will travel was formerly covered by the diminutive hustler, "Shorty" Matthews, who finds business coming so rapidly that he is unable to adequately cover such a wide range of territory. Matthews reports fine prospects in his territory, and says that with Simon in the harness Iowa will produce a big volume of business this year.

NEW BROMFIELD & FIELD QUARTERS

The Bromfield & Field advertising agency has removed from the Goodrich building, in New York City, to a fine suite of offices in the Burrell Building, at Madison avenue and Thirty-third street. In the new quarters the company has every imaginable facility for catering to its patrons and will thus be enabled to improve its general service, the exceptional character of which has already brought it to the fore.

THE ROBBINS SPRING TANDEM

Tandemites and prospective tandemites will be interested in the accompanying illustration of the improved spring tandem attachment offered by the Robbins Manufacturing Company, of Kellerton, Ia. The firm calls attention to the ingenuity with which the cradle spring principle has been applied to its products, and asserts that this system of springing combines comfort with durability and pleasing lines. The Robbins tandem is made to fit any make of machine, and is enabled to match the mount. A comfortable cushion is strapped to the carrier proper and the footrests can be adjusted through a range of 4 inches. The springs are of vanadium steel.



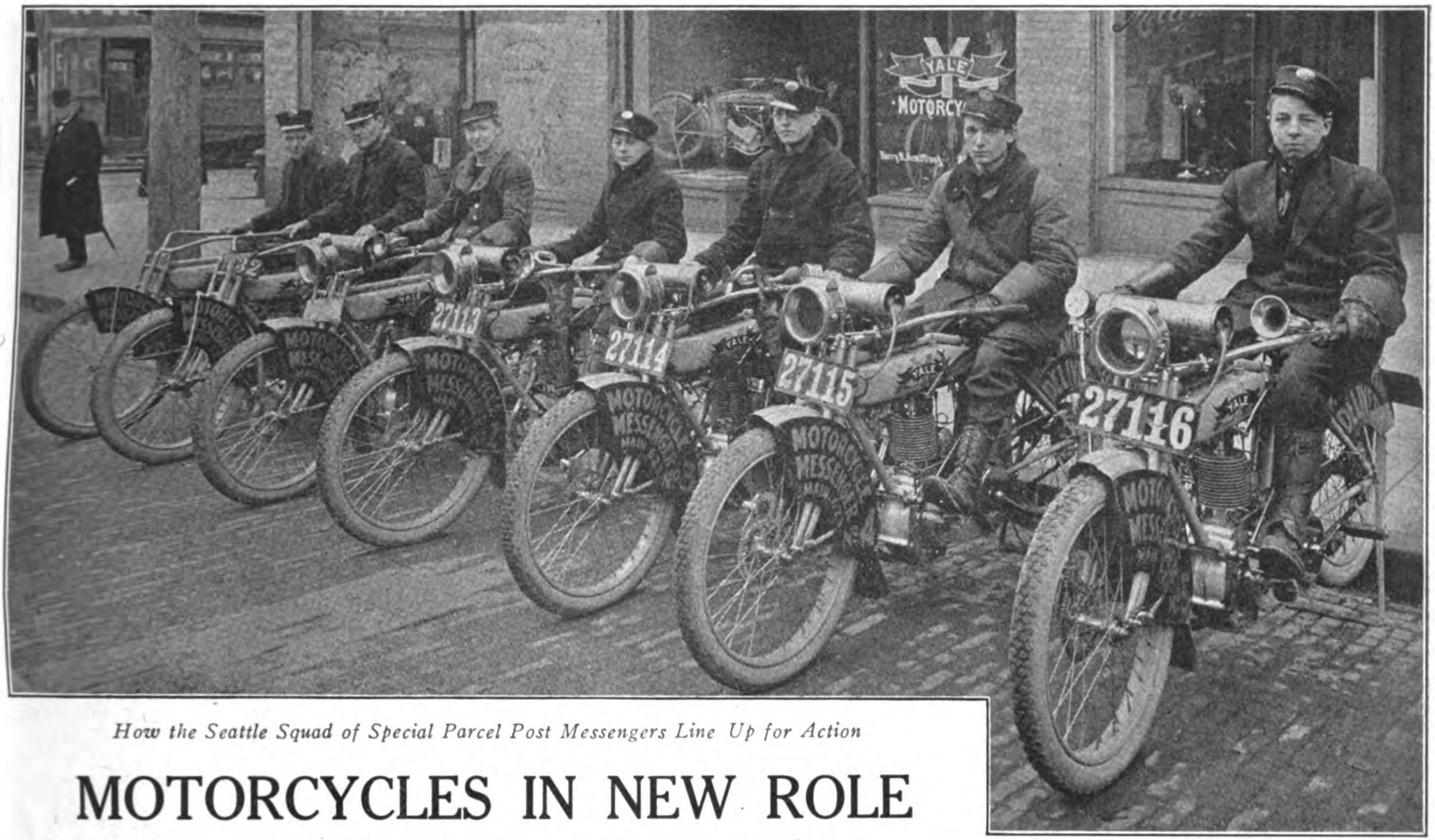
Some time ago the Robbins factory was destroyed by fire and the company is now building a new plant which promises to be the largest exclusive tandem factory, and will be devoted exclusively to the manufacture of tandems. Despite the recent fire, the company is prepared to meet all orders promptly and to cover each product with a guarantee. If the Robbins tandem does not prove entirely satisfactory it may be returned at the company's expense.

ENFIELD WITH HAVERFORD

John Enfield, well known through his connection with George S. Maslen, agent for the Indian in Philadelphia, has resigned his position as manager of the Malsen establishment, and is now employed at the Philadelphia headquarters of the Haverford Cycle Company, 329 Market street, where he is to be assistant to the manager. Although in the employ of the Haverford Company only a few weeks, he has already sold a number of Excelsiors.

SIDECAR SHIPPED TO CHINA

Among recent foreign orders received by the Majestic Manufacturing Company, Worcester, Mass., was one from Tien-Tsin, China, for a Majestic sidecar. The company is of the opinion that this is the first sidecar to be shipped into the Chinese Empire, and it is justly proud of being the pioneer in that respect. The sidecar is intended for use with a 1913 Tourist Trophy Indian.



How the Seattle Squad of Special Parcel Post Messengers Line Up for Action

MOTORCYCLES IN NEW ROLE

Seattle Post-Office Will Have Flying Squad of Messengers to Handle Its Special Delivery Packages

SEATTLE, Wash.—Motorcycles during the past few years have appeared in every line of business until they have come to be a recognized factor in the service accorded patrons. Now, Uncle Sam, through the Seattle postoffice, has added another touch to motorcycle ascendancy by establishing what is said to be the first motorcycle parcel post delivery system to be regularly operated in connection with the United States mail. The postoffice of Seattle has arranged a contract with the Merchants' Parcel Delivery Company, of this city, whereby all special delivery parcel post packages consigned to residents of Seattle will be delivered to any point within the city limits by specially-commissioned motorcycle carriers. The Merchants' Parcel Delivery Company has a flying squad of messengers mounted on two-speed Yale motorcycles.

This motorcycle delivery is one of the more important changes resulting from the recent work of the visiting efficiency committee. It is expected that the greatest benefit resulting from the new parcel post delivery system will accrue to merchants who are required to deliver parcels to customers in all sections of the city. By paying a special delivery tax of 10 cents, in addition to the regular post rate of ½-cent per pound, packages weighing up to 50 pounds may be deposited at the postoffice and will be assured of almost immediate delivery by a motorcycle-mounted messenger.

Postmaster Battle believes that this will mean a great saving to merchants as well as to other patrons. Delivery by special messenger such as previously prevailed cannot be accomplished without much heavier cost than will be necessary under the new system of delivery by Yale motorcycles.

Parcels which formerly cost merchants 50 cents or more to deliver will now be delivered by the postoffice, Mr. Battle states, at a cost not to exceed 35 cents and prices lower in proportion to weight. The Merchants' Parcel Delivery Company employs about twenty carriers in executing its contract with the government. The arrangement is for one year, with optional renewal at the expiration of that time for a four-year period. There is every indication that the present success of the system will bring about its permanent adoption.

THE CURTISS FREAK

Clyde R. Hurick, of Detroit, Mich., forwards the following information relative to the Curtiss record-breaking motorcycle, which we were asked to describe in the last number by Philip G. Budd, of Acton, Cal.: "Having noticed the request for a description of the Curtiss machine in the last issue of your magazine and your answer, which was correct as far as it went, but did not give all of the details, I am including herewith what information I have regarding the machine in question.

"In 1905 I made a tandem endurance run from the Pacific Coast to Chicago on an Orient 4 h. p. single, with flat belt. We made the trip of 2,600 miles in 26 days, and it was when I reached Chicago that I saw the Curtiss freak. It had an eight-cylinder engine, which was credited with 40 h. p. The cylinders were of the V-type and were arranged four on each side of the crankcase. The motor was built for the Curtiss flying machine, but later it was changed from air to water cooling. The transmission to the rear wheel was by chain and the machine was heavily constructed throughout. The bulkiness made it awkward to handle.

"A purse was offered to anyone who would open it up, but the sight of it was enough for most of the 'comers.' It was known to make a mile in 26 seconds on Michigan Boulevard, Chicago. One rider was killed in an effort to win the purse offered for riding it 'wide open.'"

FORT WAYNE M. C. DINNER

A one-act comedy featured the fourth of a series of monthly entertainments and dinners which was held Wednesday evening, February 25, by the Ft. Wayne (Ind.) M. C. Suitable music was furnished by the club's harpist and violinist, who demonstrated their ability to play the popular songs of twenty years ago. After a light lunch the scene of action was shifted to the third floor, where Charley Spekert and Raymond Kiem boxed four rounds to a draw.

The Fort Wayne club will stage its first endurance run of the season on Sunday, April 19. The contestants will go to South Bend, Ind., and will be called upon to maintain a 20-mile an hour schedule. One hour will be allowed for dinner. The pathfinder says that the roads are usually very muddy about the time the run is to be held.

CLUB AT LITTLE FALLS

Among the recently-organized motorcycle clubs is the Little Falls (N. Y.) M. C., which elected the following officers at the first meeting: Herman Lewis, president, and Dennis Ryan, Jr., secretary-treasurer.

HOW HARLEY-DAVIDSON 2-SPEED HUB IS MADE

Details of the Manufacturing Processes and Pointers on Operation

OWING to the fact that it has received numerous inquiries relative to the structural details of its two-speed hub, the Harley-Davidson Motor Co. has had a series of special photographs taken to show the various parts and has also prepared the following interesting description of the hub and its operation. When it is known that there are thirty-seven distinct operations in the manufacture of the hub-shell alone, it will be understood that the two-speed feature of the Harley-Davidson machines is one to which considerable attention can be profitably given. The present article is doubly interesting and authoritative in view of the fact that all the Harley-Davidson hubs, including the two-speed, are made in the company's own plant.

While a big drill is boring out the inside of the hub to a diameter of 2⅞ inches on the clutch side, and 2¾ inches on the brake side, other cutting tools are working on the outside of the hub, making the spoke flanges. The flanges are 7/16-inch high and ⅛-inch thick. The finished hub-shell is shown in the lower right-hand corner of the photograph.

The outside diameter of the hub-shell between the flanges is 3⅛ inches. On the brake side a shoulder is milled to take eight notches ⅜-inch wide, and is threaded on the outside to hold the brake-shell with a lock nut on the hub-shell.

On the clutch side the outer hub-shell is threaded to fit the outside diameter of the inner hub-shell. This sounds a trifle complicated but, as a matter of fact, it is very simple. It amounts to just this: The outer hub-shell is so designed that it furnishes a solid base for the clutch, for the brake and for the inner hub-shell which contains the two-speed gears.

How the Unit Idea Is Applied

When assembled, these parts become in effect a solid unit. The two-speed hub with the clutch and the brake are practically one piece, the heart of the drive wheel. In carrying out the unit design a shoulder is left on the outer hub-shell, 3-1/16 inches on the left side. This serves as a locating point for the inner hub-shell. The two are locked firmly together by six special keys which appear in the center of the photograph. Three of the slots are shown in the photograph of the outer hub-shell.

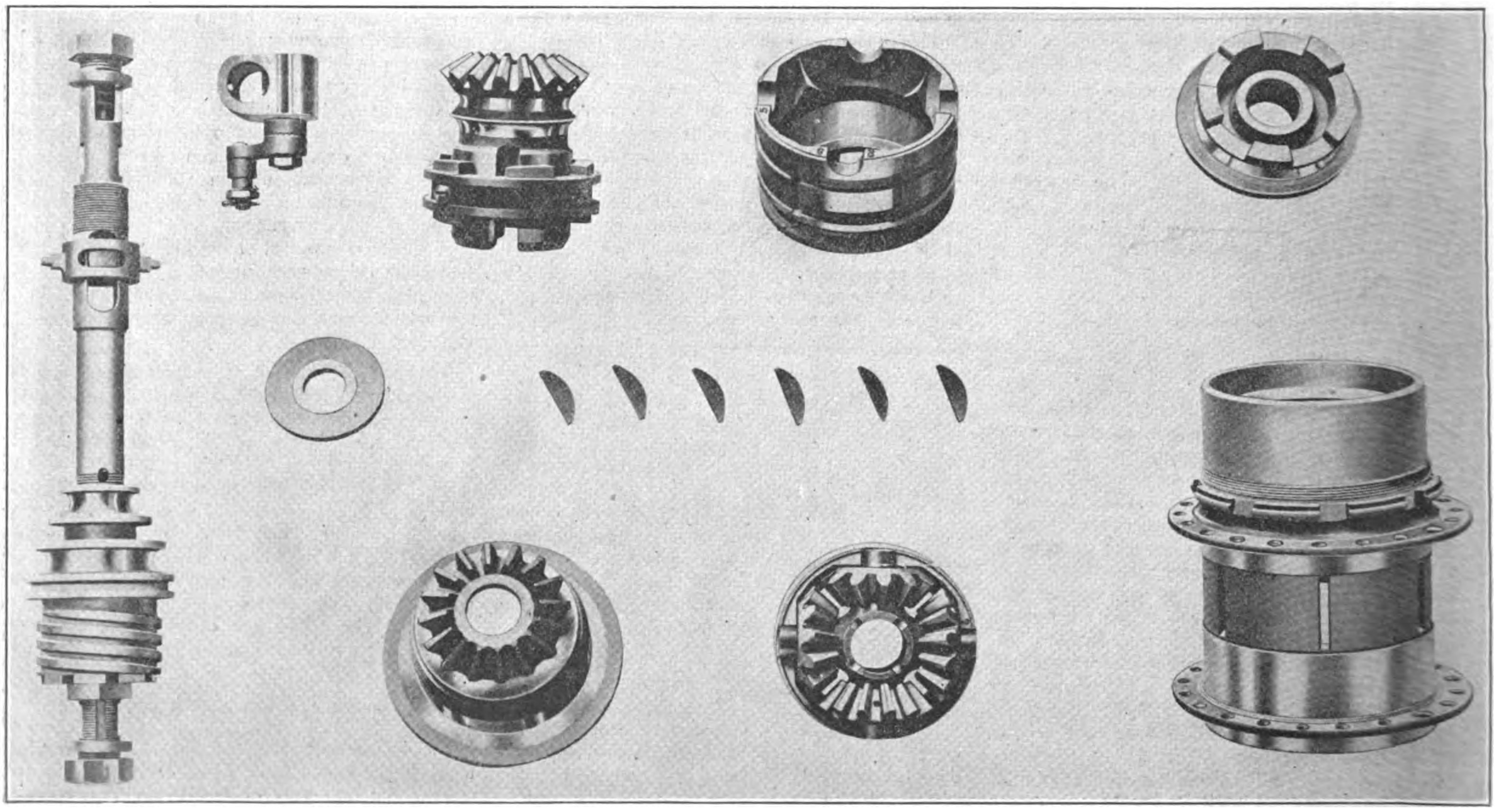
Immediately to the left of the outer hub-shell is shown half of the inner hub-shell with its four gears. Above is shown the other half of the inner hub-shell. Note in the photograph that two of the six slots for keying to the outer hub-shell are plainly shown. At the point where the six keys go through the outer hub-shell into the inner hub-shell a groove is cut 1/32-inch deep and 1⅛ inches wide. After the keys have been put into place they are covered by a steel band which fits in the groove and gives a finish to the hub. Between the flanges the hub-shell is so heat treated as to be made stiff and strong. The ball race on the right side is case hardened to a depth of 1/16-inch.

After leaving the heat-treating department the outer hub-shell makes its next stop in the grinding department. The ball race is ground to correspond with the opposite side of the race on the cone which appears above the outer hub-shell in the photograph. The inside of the outer hub-shell is ground for perfect fitting with the inner hub-shell. Then the hub-shell is sent to the plating department. After being cleaned thoroughly it is copper-plated, polished, nickel-plated and again polished. The inner hub-shell is made in two parts which are approximately equal and so, for the sake of convenience, may be called two halves.

The Assembling Process

Immediately after the first operation the halves are matched up and numbered. After the halves have been numbered they are carried through the various departments of the factory in pairs and always are machined together. The reason for this is that the two halves must fit perfectly. The method of assembling and locking the units is extremely simple. The inner hub-shell on the clutch side is threaded to fit the inside diameter of the outer hub-shell. When the two are screwed together it locks the brake side shell against the shoulder of the outer hub-shell. The six keys in the slots of the outer and inner hub-shells complete the job of making the rear hub a solid unit.

In assembling or disassembling the two-speed it is to be borne in mind that while the inner hub-shell is threaded into the outer hub-shell with a right-hand thread, the wrench which fits the dog clutch is used on the right side and that, therefore, the inner hub-shell is backed out and the wrench must be turned to the right. The removal of the inner hub-shell,



All the Operating Parts of the Harley-Davidson Two-Speed Hub, Described in the Accompanying Article.

when it is understood, is almost as simple as taking off a pedal. All that is necessary is to remember that the dog clutch should be in high speed position and that, although it is a right-hand thread it must be "backed" out.

Should there be occasion to remove the small bevel gears it is well to mark them with a pencil or a piece of chalk so they can be put back in their respective positions. Although this is not absolutely necessary, it is good practice, because after the gears are run in they give much better service. Two center punch marks, one on each half of the inner hub-shell near the joint, furnish the guide for bringing the two parts together. These marks are used in all machining operations in the factory and attention is called to them so that the two halves can be brought in line by any one.

Operation of the Shuttle-Shift

The dog clutch and the right side gear are shown in the photograph immediately to the left of the upper half of the inner hub-shell. The right side gear has two ball races which form the bearing with the inner hub-shell. These balls are 5-16 inch in diameter. There are eighteen in each ball race, making a total of thirty-six big steel balls in all in this one bearing.

The ball races are case hardened to a depth of 1-16 inch and then ground to obtain a glassy hard finish. All parts of the two-speed are made to absolute size by micrometer measurement. The right side gear has four slots to carry the dog clutch and the clutch-shifting collar. In the photograph the collar is shown on the gear.

The operation of the Harley-Davidson "shuttle-shift" is now so well known that it probably is not necessary to describe it at any great length. The lugs on the dog clutch when engaged to the right hold the right side ear firmly to the right cone. That gear then stands still and forces the drive through the inner hub-shell which turns on the bevel gears at half speed, thereby doubling the motor speed and doubling the horsepower. When in high speed the dog clutch locks with the inner hub-shell. As the inner hub-shell is locked to the outer hub-shell the entire rear hub becomes in effect a solid unit and the speed of the rear hub is the same as the speed of the motor.

The method of holding the two-speed in high, neutral or low is extremely simple. The rignt gear is drilled with three depressions for the lock pin on the dog clutch. This lock pin is forced into the desired depression with the three-leafed spring shown on the clutch collar in the photograph. The Harley-Davidson two-speed gear locks into position inside of the hub. The bracket on the tank should not be used as a stop. It should be considered merely as a guide to the gear position.

Hints on Adjustment

If there is too much play in the control rod or in the upper rod between the tank and the intermediate bracket (which is anchored on the mudguard) the two-speed lever can not throw far enough to engage the lock pin and consequently it will jump out. The remedy is to adjust the rods so that the two-speed lever on the tank will throw forward and backward without touching the bracket. Should the lever still touch, the rider may file a little off of the aluminum bracket on the tank. This will permit the lock pin on the hub to lock smoothly and surely.

The right cone forms the main bearing for the two-speed gear and also carries the brake side cover. It is very important that the washer between the axle clip and cone should be put on properly. In the photograph this washer is shown immediately to the left of the six hub-shell keys.

The washer is turned down on one side. In the photograph that side of the washer is uppermost. It is necessary for efficient service from the two-speed to place this side of the washer against the axle clip—not against the cone. When lining up the rear wheel the brake side cover arm should be made to fit. This arm is made of material which will permit of its being bent, if necessary. Under no conditions is it justifiable to spring the brake side cover arm into place in the rear fork.

The opening for grease is on the left side of the axle and is protected by a screw. The grease hole in the axle extends in sufficiently far to permit of grease being forced with a grease gun to every part of the two-speed. Each of the four bevel gears has two grease holes, so they will receive their share of lubricant. Under no circumstances should oil be used. The warning against oil is given, not because it would not satisfactorily lubricate the two-speed gears, but because some of it might work out into the brake.

Where Oil Is Not Needed

Both the Free-Wheel control and the Harley-Davidson brake have dry friction surfaces which should be kept free from oil at all times. To give the two-speed a shot with the grease gun every two or three thousand miles requires only a minute or two and is well worth that attention.

The name shuttle-shift as applied to the Harley-Davidson two-speed is copyrighted. It was derived from the fact that the shifting of the dog clutch is accomplished through a rack, or shuttle, which extends into the axle a distance of four inches from the right end.

The shuttle-shifting device can be seen in the photograph at the upper end of the axle. Immediately to the right is the shifter body. The shuttle is threaded at its innermost end to carry the shifting bar, fitted into the slot in the axle, which in turn operates the clutch-shifting collar.

When the shifter body has been removed for any reason it must be borne in mind in replacing it that it is locked into the right end of the axle with a key. By observing that little point the shifter body can be put into place quickly and without any trouble. On the lower end of the axle is shown the left cone. This cone carries the bevel gear immediately to its right. The bevel gear forms the mounting for the clutch, and is part of the main bearing of the rear wheel when running on low speed. Consequently the ball race right back of the bevel gear is in use only on low speed, the gear turning on the other two ball races on high speed.

Care should be taken not to have too many balls on the inner bearing of the cone. It is designed for eleven balls and twelve should not be crowded in. The outer bearing has eighteen balls, the same as in the right side gear. The Harley-Davidson two speed axle is 13-16 inch in diameter and ⅝ inch at the end. It is 11 inches long over all.

Simple Rules for Operating

Adjustments for wear are to be taken up with the cone on the left side. The cone in the two-speed is adjusted the same way as the front wheel cones are. That is to say, there must be present enough play to be detected in shaking the wheel sidewise.

In obtaining the best results with the two-speed but little knack is required. It must be borne in mind that the engine should be running when the dog clutch is shifted. This gives the required drag in the Free-Wheel control to make possible the engaging of the lock on the dog clutch for either high, neutral or low gear, as desired.

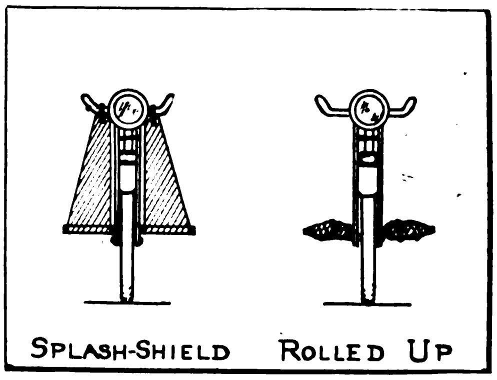
The two-speed will go into either high speed or low speed easily and must never be forced. When the machine is started under low speed and it is desirable to shift into high speed the Free-Wheel control lever should be released and the two-speed lever moved backward as far as it will go. The movement should be rapid. But, as stated before, force should not be used in moving the two-speed lever.

In shifting into low from high speed the rider should bear in mind the fact the movement requires that the motor shall travel twice as fast as the rear wheel. Consequently it is essential that the clutch should be released about two-thirds of the way to permit of the throttle being opened to speed up the motor. As soon as the motor has doubled its speed, move the two-speed shifting lever to the forward or low speed position.

AN EFFECTIVE GUARD

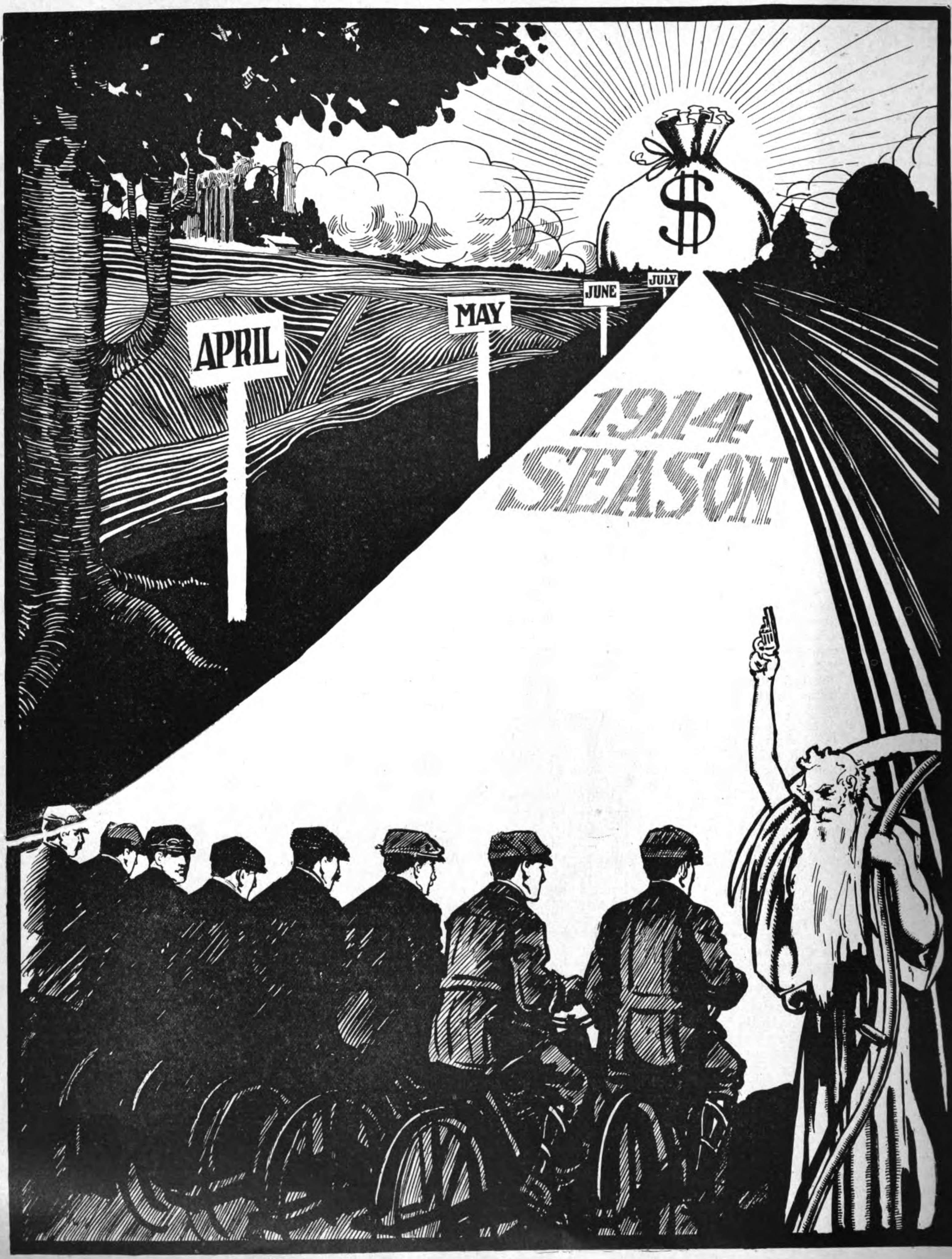
As nearly all the dirt and mud splashed on a rider's shoes come from the front wheel the rider who desires to keep clean when riding in wet weather can best accomplish this by attaching a splash-guard. A stick, about an inch in diameter, may be attached by a couple of clips to the frame, below the motor. This stick, or bar, should be below the footrests, and probably even lower than is shown in the accompanying illustration.

The splash curtains may be of leather or waterproof cloth, and should have straps attached to their upper ends in order to permit of quick attachment to the handlebars. These straps also serve to hold the curtains in position when they are wrapped around the rod. As a guard of this type offers considerable wind resistance and prevents the usual current of air from reaching the motor it should be resorted to only in wet or cold weather. Its chief advantage in cold weather is found in the fact that it keeps the rider, as well as the motor, in a better working temperature than would otherwise obtain.



TO START TAXI SERVICE

Ray Tyler, formerly Indian agent at Butler, Mont., is now in San Francisco, Cal., where he expects to start a motorcycle taxi service and continue it through the Panama Exposition season. A trailer with accommodations for seating four people will probably be used.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APRIL
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DEALERS, GET ON THE TAPE; THERE'S A RECORD DASH DUE!

NEW ENGLANDERS RALLY AT BOSTON SHOW

Nine Makes of Motorcycles Were Shown in Big Annual Display at the Hub

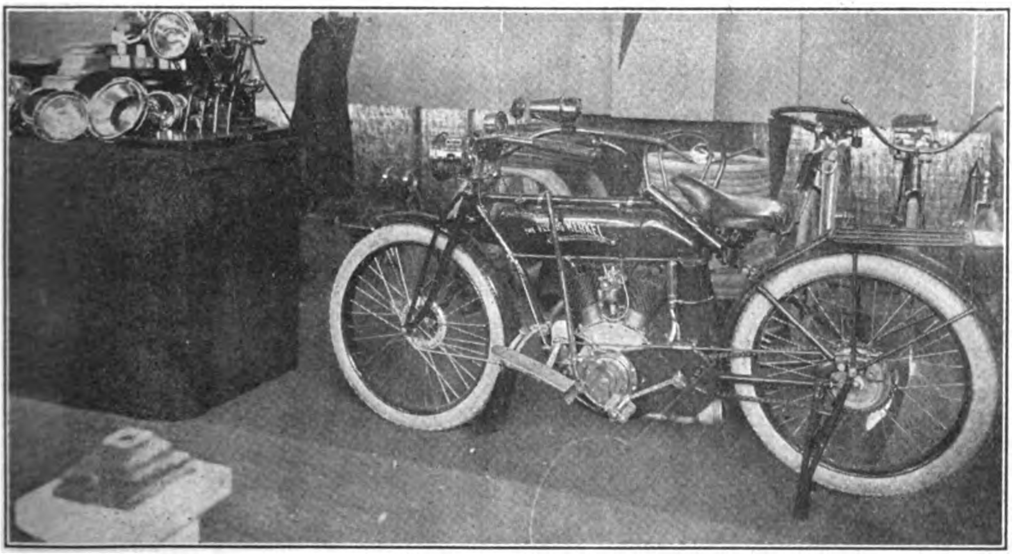
By R. O. Danforth.

BOSTON, Mass., March 16.—Acting as one of the greatest stimulants ever brought to bear upon the New England motorcycle trade, the Boston Motor Show, at which nine different makes of motorcycles were exhibited, was brought to a successful close Saturday night, March 14. The dealers, manufacturers and other trade boosters are ebullient with enthusiasm over the results of the show, for it was certainly the most successful ever held in the Hub.

As in past years the exhibits were housed in the Mechanics' Building in connection with the automobile displays. The purchasing element was present in force and those in charge of the machine exhibits were quick to encourage and make the most of it. The decorations throughout the building were exquisite, fully $70,000 having been spent on the work.

The presence of the ladies was a marked innovation over previous Boston shows, and their evident appreciation of mechanical values was indicative of the trend of the times. Heretofore the fair enthusiasts attending the show have evinced interest in the passenger attachments only, but this year the tendency on their part was to examine the motorcycles as thoroughly as did the men.

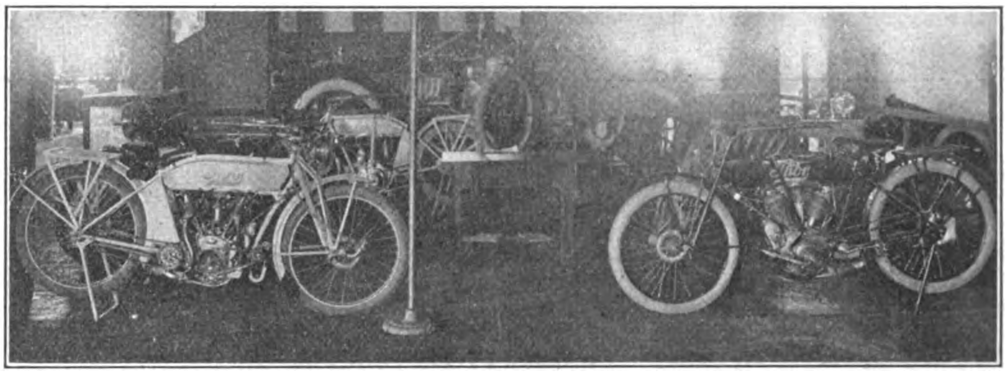
In keeping with the general attractiveness of the building, the various exhibits were tastefully arranged. The Pope line was effectively displayed by the New England Motorcycle Company. H. Norwood commanded the attending force at the booth, where the fire-fighting model acted as a special magnet to the motorcycle enthusiasts as well as to other motorists. D. Pyan, a representative of the Pope factory, was at the booth during the entire week, while L. D. Harden, sales manager of the Pope company, was also a visitor.



Where the Hub Cycle Company Displayed the "Yellow Jacket."

The Hub Motorcycle Company exhibited the Excelsior line, the booth being in charge of the popular DeLong brothers, who were assisted by Worth Cartwright and George C. Riley. J. W. Grady, New England distributor for the Excelsior, was a visitor at the Show. Track enthusiasts showed particular interest in the Excelsior racing model, the same stripped-stock machine being shown as was displayed at the New York and Chicago shows.

The newly incorporated Thor Motorcycle Company, of Boston, exhibited all models of the Thor line. One of the twins was fully equipped with the K. & W. electrical appliances. The Thor stand was in charge of W. F. Mann, president and manager of the company, Glenn Crandall, H. F. Hildreth and K. L. Freeman. H. N. Kirk, sales manager of the Aurora Automatic Machinery Company, was a visitor at the show on the opening night.



A Strong Representation of Thor Models.

The Jefferson line was exhibited by the Jefferson Motorcycle Company, of Arlington.

The attractive Yale display was handled by the Puritan Motor Company, of Boston, with John G. McCormack and Rodney C. Jones in attendance. O. T. Fuller, northeastern representative for the Consolidated company, was also on hand part of the time.

George N. Holden, of Boston, showed the Indian line. A cutaway motor, an Indian frame-head and a two-speed gear were artistically combined with the machine display. Andrew Kennedy and his staff of assistants were kept busy greeting the visitors and explaining the new features. Among the factory representatives who visited the show were President George M. Hendee and Messrs. Earl, Crowell, Gustafson and Weschler.

W. J. Walker, New England distributor for the Harley-Davidson, was in charge of the exhibit of the Harley-Davidson Company, of Boston, which had on display the sidecar and commercial van as well as the full motorcycle line. G. G. Williams, Charles Martin and H. Bailey, manager of the retail department of the Milwaukee company's New England branch, were at the booth.

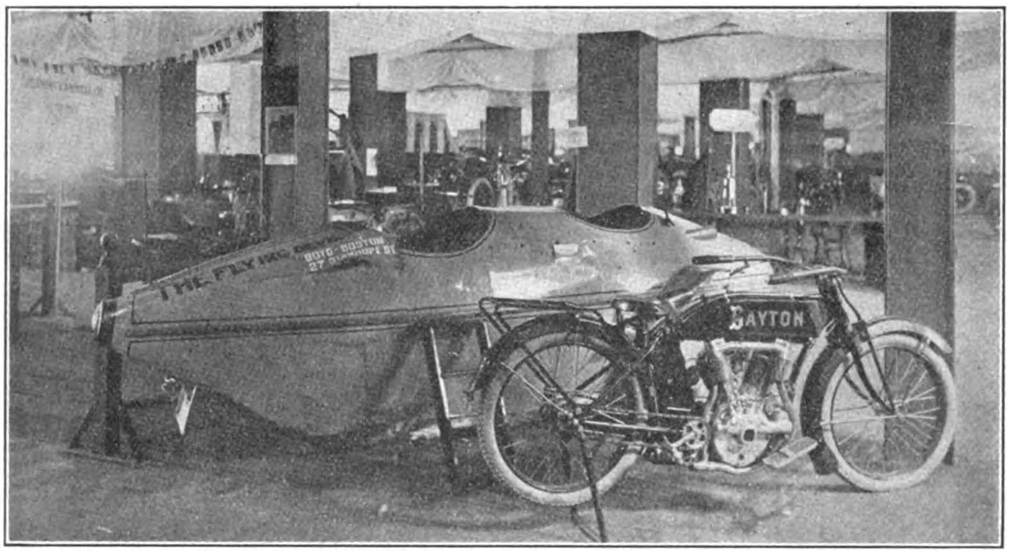
The Flying Merkel was shown by the Hub Cycle Company, which included in its exhibit an extensive line of accessories. The booth was in charge of C. A. Van Doren, manager of the New England branch of the Miami Cycle & Manufacturing Company.

The Boyd Motor Company, a Boston firm, exhibited the Dayton, President Boyd being in charge of the booth. Boyd's "Flying Devil," a motorcycle designed especially for winter service and said to be the result of a dream, aroused considerable interest at this booth. It is best described as resembling a submarine boat in appearance, and it is listed at $350. It appears with the Dayton motorcycle in the photograph.

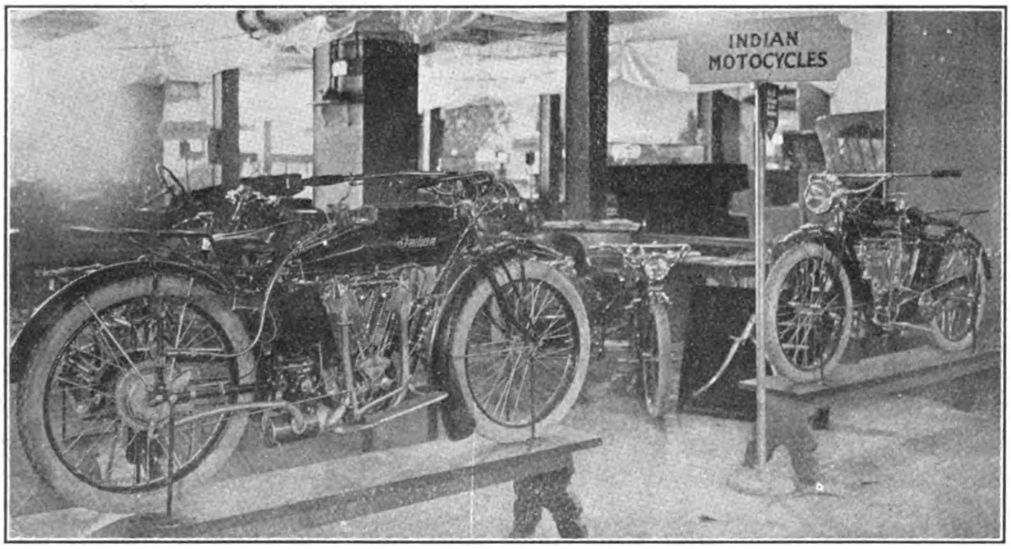
Other photos of the Boston Show will be found on the two succeeding pages.

In a month from the time it was organized, the Flint Motorcycle Club, at Flint, Mich., increased its membership from 14 to 52.

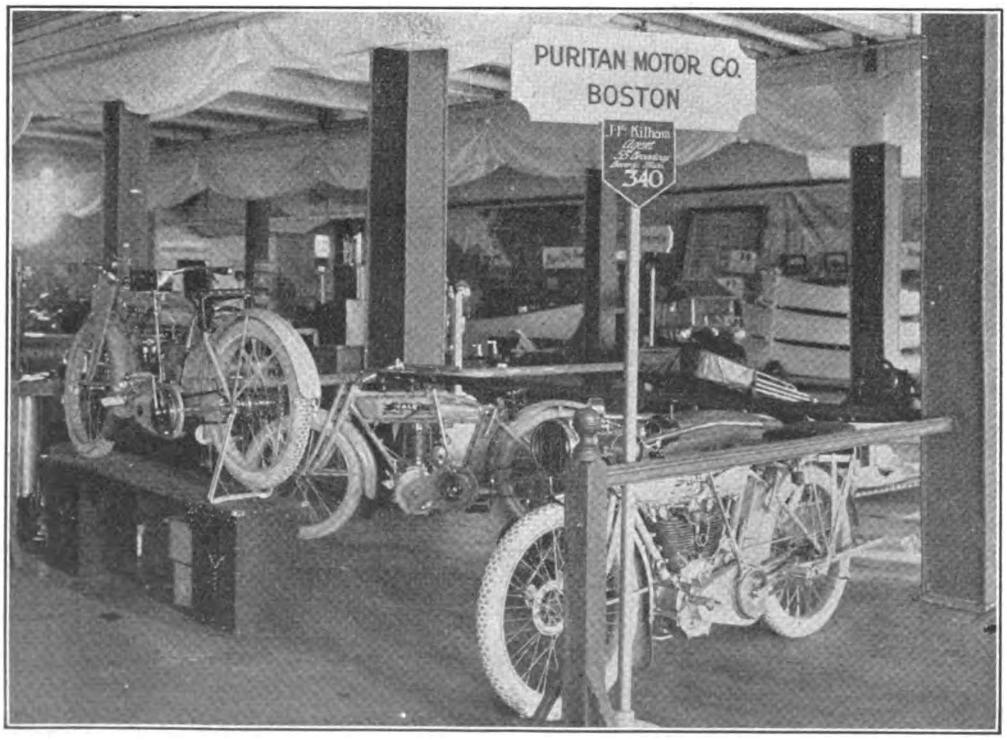
"Your paper is read from cover to cover and surely contains a world of good things. If I had never sold a motorcycle I would still read 'Motorcycle Illustrated'"—Fred P. Ames, Emblem agent in Kansas City, Mo.



Dayton Exhibit at Boston Show; Note Novel Enclosed Winter Outfit.



A Full Lineup of the Wigwam Products at Boston



Where Boston Show Visitors Inspected the Yale Line.

WHEN THE WARRIORS INVADED WESTFIELD

WESTFIELD, Mass.—This city is still talking, so to speak, about the recent Indian invasion. There was never one like it before, but many are the enthusiasts who hope for another—and that right early. "Long" John O'Connor, of the Hendee Manufacturing Company, tells the story in his breezy Indian style as follows:

"History doubled on its tracks again last week when the good folks, inhabitants, passing population and temporary frequenters of Westfield, Mass., where they make whips, among other things, were startled late at night by shouts more familiar to the ears of their ancestors, and peeking cautiously out beheld two bands of Indians swooping into town.

"The invasion was a peaceful one, however, for the invaders were from the office of the Big Chief, 87 strong. Some came in sidecars and solo ponies, others in sleighs and trolleys, and forces joined at the Bismarck about the time Westfield usually begins to cuddle up with Morpheus.

"After 'Heap Howling' to the Great Spirit, the children of the forest garaged their gasoline ponies, burrows and white man's chariots and under the leadership of Medicine Man Earl Robbins filed into the Feast Room where corn, venison, firewater and peace pipes abounded. Let it be spread on the talk leaf that stoicism was not in evidence at the feast, but rather the modern youth unrestrained. Dashes of speed were numerous, and occasionally startling, as for instance, when some exuberant brave plunged into his tasse-superfluous.

"The feast over, the good Medicine Man led his trusty band to the tepee of joy unconfined where a white man's tom-tom was found. At the request of the Medicine Man, Ray Gould entertained with piano selections, his best number being 'Silver Threads Among the Butter.' C. F. Duggan caused a riot with his 'Traffic Man's Dream,' while Will Cary was a big hit in 'On the Trail of an Indian Maid.'

"Some great cabaret talent was revealed when the dansant a la Injun began as the clock struck twelve. The terpischorean artists executed the tango, maxixe, hesitation, nightie nestle and What Cheer pirouette with professional skill. It was on, on, on with the dance.

"It was almost the dawn of a tomorrow when the call to blankets and ponies was sounded. A solitary paleface in blue clothes and brass buttons looked on wonderingly at the fun-making Indians in their element as they hopped aboard their ponies and sleighs and tore down the long white way immersed in the light of a cold February moon.

"The return to the reservation was one long to be remembered. It was cold, suffocatingly so, and suspended animation occurred frequently. An effective remedy prescribed by the good Medicine Man was to roll the victim in the snow, which proved an excellent reviver.

"The chaffeur of the second sleigh took a turn too fast and side swiped a fence, tearing down 15 feet of barrier. On another occasion he failed to shift to low gear in deep snow and became stalled. It was a case of all braves out and push, to get through. The sleighs were electrically equipped a la Indian with double head and tail-lights. Therefore fully 'Within the Law.'

"Blue noses, chilled fingers and toes and icicles sprouting from the breath were common, but who cared. When the braves developed cramps from the cold, they hopped out and trotted alongside until circulation was resumed. Half-way home a big bonfire was built and a real war dance executed to warm up.

"That Indian invasion is still the topic in Westfield and the great wigwam. There never was one like it, but it is possible that there may be another."

SALT LAKE DEALERS AT BIG ANNUAL SHOW

SALT LAKE CITY, Utah.—Motorcycle dealers of this city were well represented at the third annual automobile show held recently, and it is reported that the business returns were quite satisfactory.

The Excelsior line was shown by the Bicycle Supply Co., with Manager C. W. Brewer in charge. This firm is making a strong bid for favor, and has done much to advance the general cause of the motorcycle here. The company is now occupying new quarters at the corner of Exchange Place and State street, where it is devoting about 4,200 square feet of space to the motorcycle stock. It has a fine show window on the corner, with an area of about 70 square feet. Special attention is given to repair work and general service, and this department is well handled by Ray Peck. A 600-gallon gasoline tank at the curb is one of the features of the establishment.

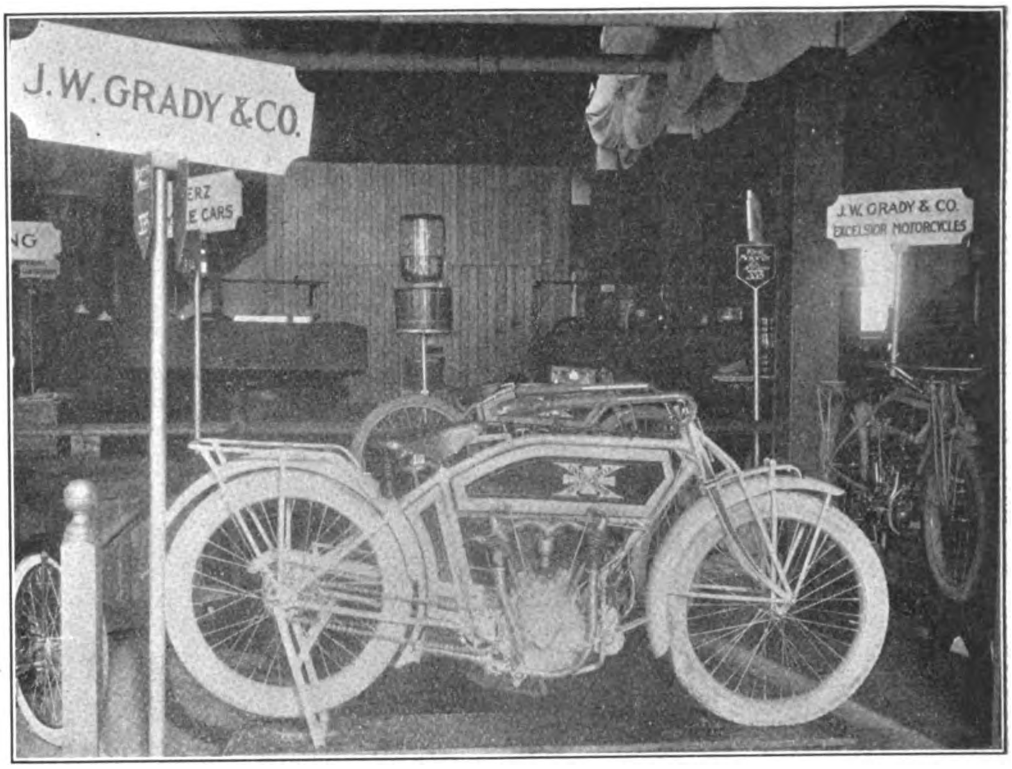
The Harley-Davidson machines were given an effective display by The House of Hopper, with Norman Hopper in charge of the exhibit. This is a new firm, but it has entered the field with such manifestations of activity that much is expected of it. Its display at the show was well placed and a number of sales were booked. Associated with Mr. Hopper is W. D. Rishel, secretary of the Automobile Club. Mr. Rishel managed the recent show and made a complete success of it. In addition to several of the new solo models of the Harley-Davidson line The House of Hopper showed one of the company's motorcycle trucks, which attracted special attention.

In charge of the Indian display was the genial veteran, Lon Claflin, probably the best known motorcycle booster in his district. Lon never misses an opportunity to "whoop things up" for motorcycles in general, and the big red Indian in particular, and as usual his show exhibit was a credit to him. His show display was featured by the Hendee Special (full electrical equipment), and a sidecar combination also created an excellent impression. Assisting Lon at the show was Mrs. Claflin, who probably knows more about the innards of a motorcycle and about the sales end of the trade than any other woman in the State.

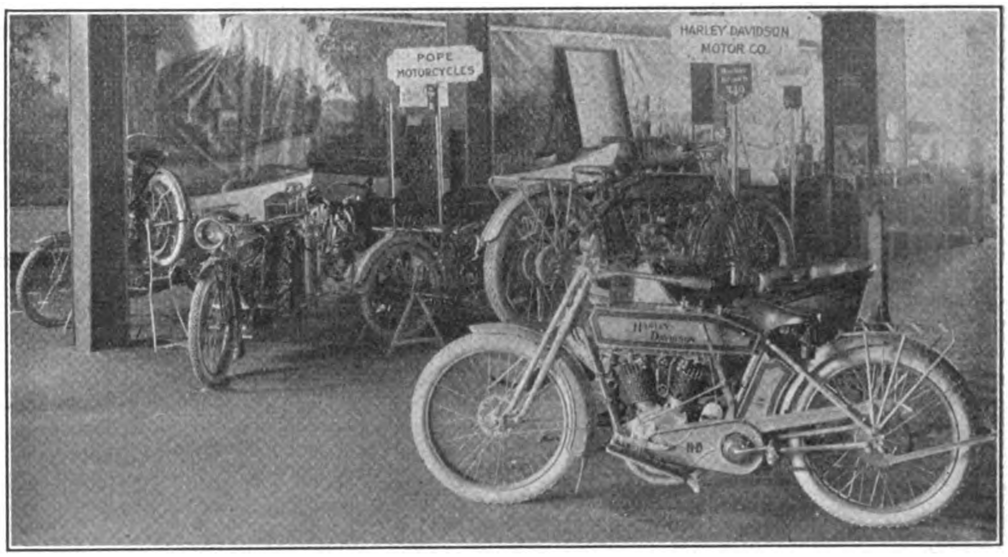
The show was staged on one floor of a building which formerly was used as a department store, and ran for five days. The other local motorcycle dealers were not represented at the show, but they all used extra advertising space in the newspapers during the show week and conducted independent exhibits at their places of business. From a motorcycle viewpoint the whole program was unusually encouraging.

GREGORY RESIGNS

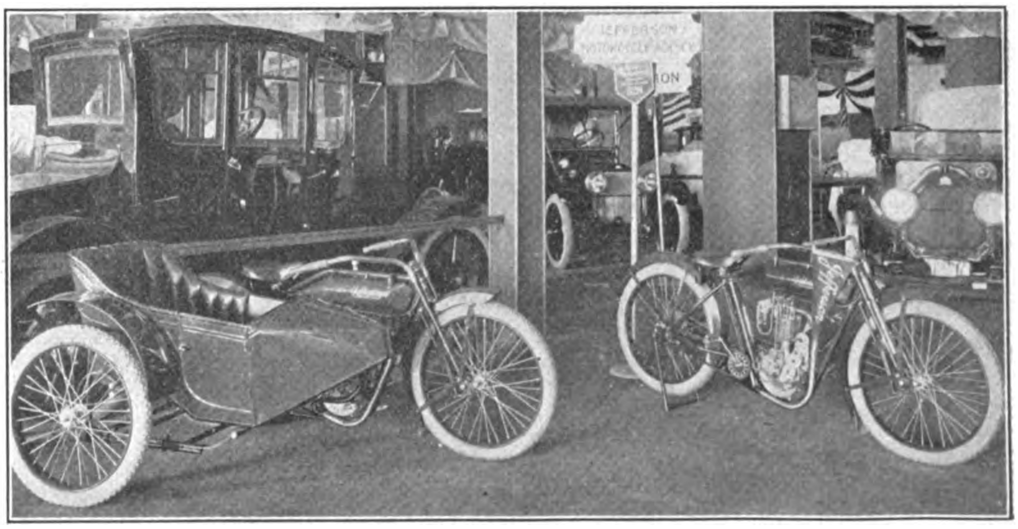
Clarence Gregory, who for two years has been president of the Fostoria Motorcycle Club, of Fostoria, Ohio, has resigned his office and is succeeded by George W. Kessler.



The Excelsior Display in Boston's Motor Show.



The Pope and Harley-Davidson Exhibits at Boston.



At this Stand Boston Was Introduced to the Jefferson.

MOTORCYCLES DEALERS SUPPLIES, ETC.

THE INDIAN AT PONCE

Evidence of the alertness of the Indian dealer at Ponce, P. R., was given during the recent carnival in Ponce when he rigged up the outfit shown herewith and had it driven through the city streets. The Indian is said to have attracted more attention than any other outfit seen during the celebration.

LYNN MOTORCYCLE COMPANY

Earl M. Lawrence, formerly of the Lynn Sporting Goods Co., of Lynn, Mass., and Herman J. Krackowizer, well known through his connections with the Pope Mfg. Co., where he was employed as chief of the experimental department, recently established the Lynn Motorcycle Co., the formal opening of which was held on March 6. The headquarters are at 48 Spring street, a large store well fitted for the housing of a motorcycle business. More than 200 riders and their friends attended the social gathering that marked the opening of the new company. After an entertainment that did credit to those who prepared it a lunch was served and other refreshments and cigars were given out later. The Lynn Motorcycle Co. represents the Harley-Davidson and Pope machines and had effective displays of both lines for the convenience of the visitors.

DIPPLE LANDED THE ORDER

Harry Dipple, agent for the Harley-Davidson in Indianapolis, Ind., has succeeded in obtaining an order from the Park Board for a Harley-Davidson two-speed twin model, to be used by the superintendent of the parks. There was considerable rivalry among the dealers to get the order to supply this machine, as several other machines are to be used by the park board in the near future.

NEW AGENCY IN MIAMI

Gus Castle, manager of the southern branch of the Harley-Davidson Motor Company, forwards an announcement of the opening of a new agency in Miami, Fla. J. H. Rees, formerly of Americus, Ga., and F. H. McGill, Jr., of Atlanta, are the proprietors of the new company, which will be known as the Miami Cycle Company. McGill is a gas engineer of repute and will have charge of the repair department, which will be an important feature of the establishment. The new agency is favorably located in a large building opposite the new million-dollar post office building. The complete Harley-Davidson line of motorcycles, with sidecars and trucks, and an assortment of bicycles and accessories completes the stock handled by Rees & McGill.

PULLED SEVEN SLEDS

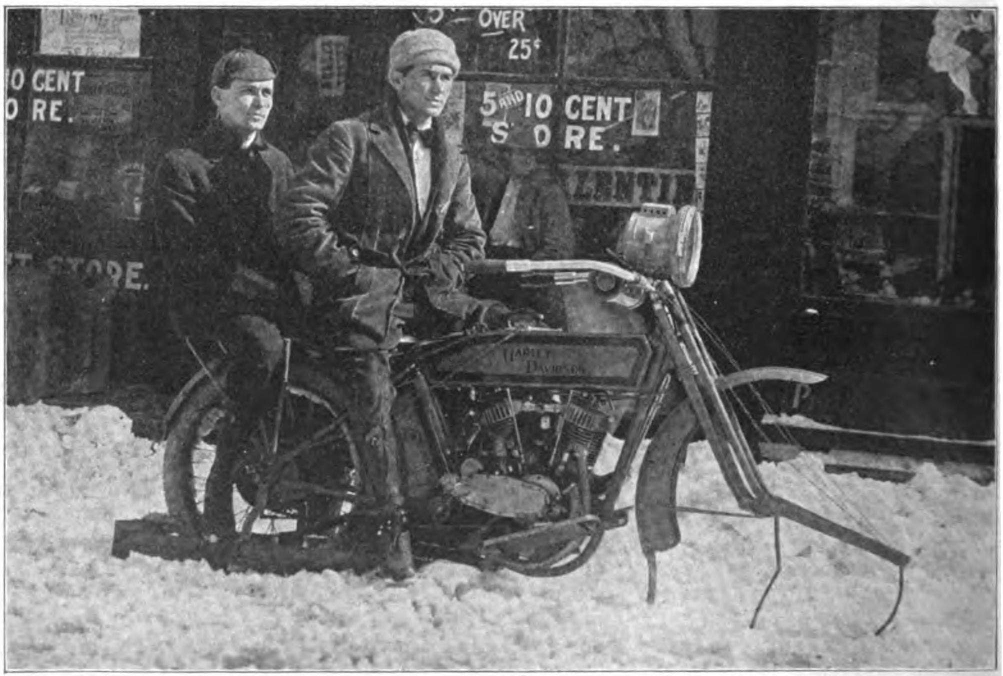
In these days of old-fashioned snowstorms motorcyclists are given numerous opportunities to demonstrate the prowess of their machines, and many dealers are obtaining publicity in this way. Unusually favorable comment followed the recent performance of W. O. Lane, of the Lane Motorcycle Company, Troy, N. Y., when he plugged through the snow-choked streets with his Indian and sidecar. Before he had gone far a number of youngsters, with their sleds attached to the Indian, were trailing along behind. When he finished his trip there were seven sleds with their youthful occupants in the string.

LOCAL DEALERS URGED TO BOOST TOGETHER

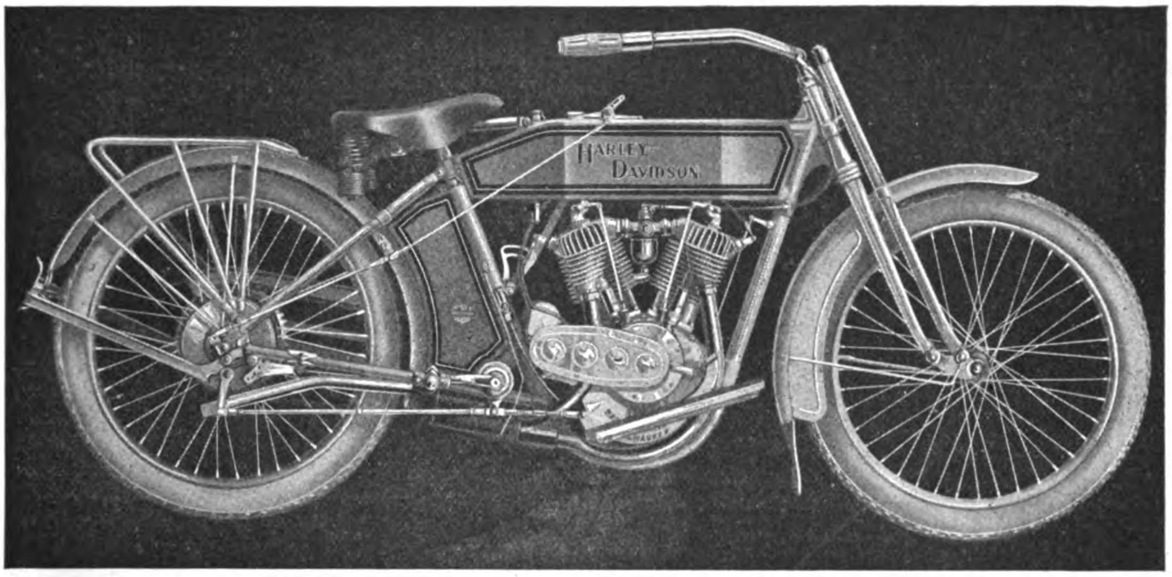
ONE of the most interesting bulletins issued of late from the National Motorcycle Dealers' Information Bureau, at Indianapolis, suggested that agents in each city, and in the larger towns, join hands and arrange for local motorcycle shows. It was explained that the motorcycle exhibits need not be staged in a show building, and that very satisfactory results might be obtained simply by having special displays at the various establishments—provided the dealers worked together on the general plans. It was suggested that a week be set aside for the exhibits—to be known as "Motorcycle Demonstration Week"—and that all the local agents advertise as liberally as possible.

The bureau outlined a standard advertisement suitable for use in local newspapers and calling attention to the fact that the new models are on display at the various agencies. The whole idea, in brief, is to bring about a combined effort on the part of dealers to educate their respective cities and towns relative to the adaptability of motorcycles, on the ground that three or four agents can attract much more attention than any one dealer, however energetic he may be.

Dealers who are not receiving the regular bulletins from the National Motorcycle Dealers' Information Bureau should drop a card to the headquarters in Indianapolis and get on the list.



P. L. Freel and D. W. Ledbetter, of Roxboro, N. C., on Their Winter Outfit. Ledbetter Has the Harley-Davidson Agency in Roxboro



South Africa Gets a Carload of Harley-Davidsons

TUESDAY, March 10th, a carload of Harley-Davidson motorcycles bound for South Africa left our shipping sidetrack on a journey of 12,000 miles.

This is our largest single export shipment to date.

Harley-Davidsons are now in use in almost every civilized country on the globe.

Harley-Davidson Motor Co.

Producers of High Grade Motorcycles for More Than Twelve Years

674-C Street **Milwaukee, Wisconsin**

A JOPLIN ENTHUSIAST

From the Arnold Motor & Supply Company, agents for the Harley-Davidson, at Joplin, Mo., comes the accompanying photograph showing Alfred Hubbard and wife, of Joplin. Hubbard is chief lineman for the Empire District Electric Company, and in addition to using his Harley-Davidson and sidecar for pleasure outings, finds it indispensable in performing his duties for the Electric company.

TO MANAGE RETAIL DEPARTMENT

Loring F. B. Smith, a prominent motorcycle rider of New York City, has been appointed manager of the retail department of the Gotham Motor Company, distributor for the Yale in the Metropolis, with headquarters at 92-98 St. Nicholas avenue, New York. Louis Goldsmith, president of the Gotham company, announces that he will soon add a bicycle department to his already large establishment. The Gotham company recently opened a service station for Yale motorcycle riders at 158 West 115th street.

A WELL-EQUIPPED AGENCY

Lewiston, Mont.—Owing to the recent organization of the Lewiston Motorcycle Company, at 216½ Main street, this city has motorcycle representation. The new firm has contracted to handle the Indian in this section, and will also carry an extensive line of parts and accessories. As it is the only motorcycle store within a radius of 125 miles, the aim is to keep such an assortment of supplies that the company will be able to cater to tourists as well as the local riders.

ALTERATIONS COMPLETED

L. P. Birkenbach, 17 North Fourth street, Columbus, Ohio, Central Ohio distributor for the Thor, announces that the work of altering his store has been completed. The repair department has been removed from the rear of the first floor to the basement. This arrangement provides more room for both the repair shop and the display room and offices. New fixtures and furnishings have been installed.

SECOND CARLOAD OF INDIANS

With its second carload shipment, which recently arrived, the Barr Motorcycle Company, 138 East Gay street, Columbus, has already received ninety of the 1914 model Indians. The company is distributor for the Hendee products in Ohio.

DO NOT OVERLOOK THE LOCAL NEWSPAPERS

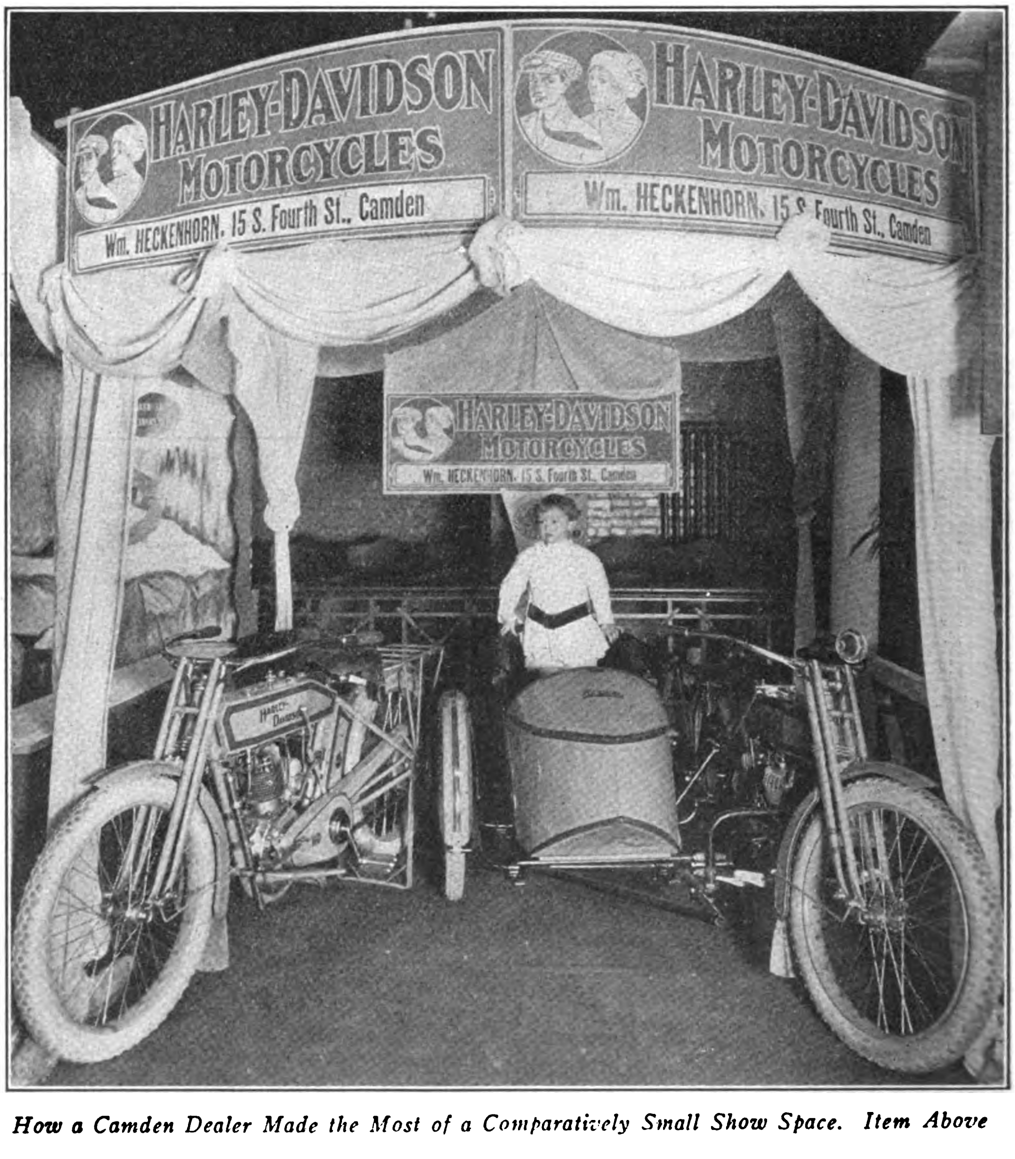
Much Educational Work Can Be Done Through Supplying Them With Breezy Motorcycle Articles and the Task Is Not Difficult Once You Acquire the Knack

MOTORCYCLE dealers who assert that it is difficult to get write-ups of their machines in the local newspapers would have been interested in reading a recent issue of the Plymouth (Mass.) *Herald*, in which George Anderson, the Harley-Davidson agent in Plymouth, landed a half column on the front page. He did not attempt to interest the newspaper folks in a mere description of his new models, but instead took an "unbeliever" for a ride on his tandem, made a convert of him and then had him write his breezy impressions of the trip for the local paper. The paper was glad to print it, and Anderson obtained a lot of high-grade publicity. The tip is worthy of consideration by other motorcycle dealers.

When it appears to be difficult to "break into" the local papers, try a chatty little article with a vein of human nature in it, and with the motorcycle worked in not too spectacularly. Newspapers are anxious to obtain such material. If you insist upon devoting the entire article to motorcycles the newspaper will, of course, expect the regular advertising rates, but a little ingenuity in building up a readable story around the motorcycle will usually "bring home the bacon"—without expense. If you have the "makings" of a motorcycle story and cannot find time to get the material in shape yourself for your local newspapers, send the data to the Motorcycle Dealers' National Information Bureau, in Indianapolis, and you will be given all the assistance necessary to prepare the article for publication. The plan is well worth consideration.

HECHENHORN'S CAMDEN EXHIBIT

Harley-Davidson motorcycles were displayed at the recent motor show in Camden, N. J., by William Heckenhorn, 15 South Fourth street. At frequent intervals during the show the little Harley-Davidson mascot, seen in the photograph showing Hechenhorn's exhibit, occupied the sidecar and demonstrated how safe it was to "ride" in the roomy third wheel attachment.


HARLEY-DAVIDSON
MOTORCYCLES
Wm. HECKENHORN, 15 S. Fourth St., Camden
HARLEY-DAVIDSON
MOTORCYCLES
Wm. HECKENHORN, 15 S. Fourth St., Camden
HARLEY-DAVIDSON
MOTORCYCLES
Wm. HECKENHORN, 15 S. Fourth St., Camden

How a Camden Dealer Made the Most of a Comparatively Small Show Space. Item Above

Bosch-Equipt
in 1914

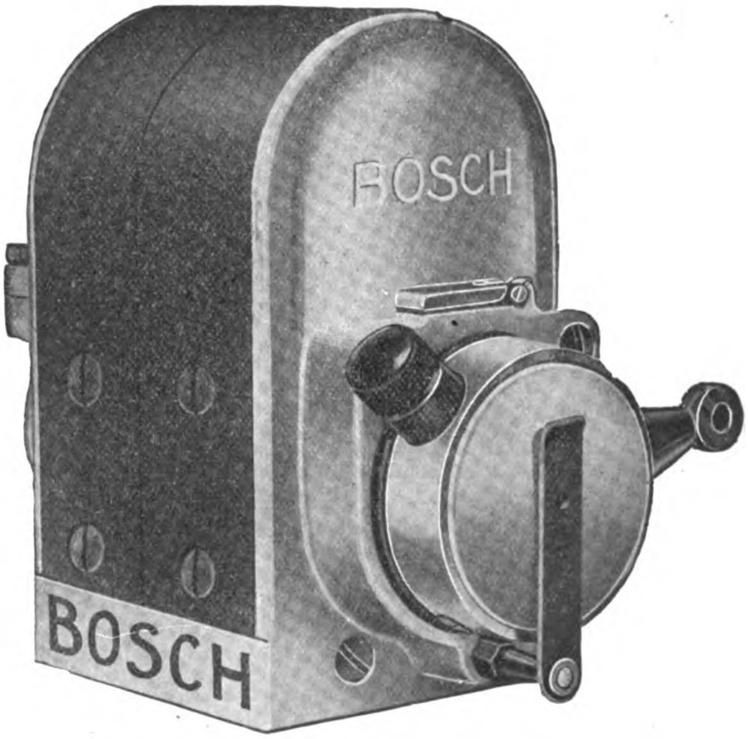
Everyone knows that Bosch Magnetos are a little more expensive than others. The reason is Quality.

In spite of the price these leading manufacturers of motorcycles equip their product with Bosch Magnetos, because they want you to have the best.

Dayton
De Luxe
Eagle
Excelsior
Harley-Davidson
Iver Johnson
Jefferson
Merkel
Michaelson
Minneapolis
Pope
Reading-Standard
Thor
Yale

Correspondence Invited

Bosch Magneto Co.
206 West 46th Street New York



F. C. Girton

REJOICING IN THE HOUSE OF COFFMAN

Other folks who greet A. B. Coffman these days are making clever and supposedly mystifying allusions to cigars, etc., and insisting that A. B.'s usual geniality has been increased by several notches, etc., etc.; but we have no desire to be mysterious, and we would not fool anyone if we could. Mr. and Mrs. Coffman are rejoicing over the arrival, on February 27 of a baby daughter, and Mr. Coffman, being a rejoicer by nature, is simply living up to the opportunities offered by the occasion.

YALE STOLEN AT BUFFALO

Information concerning a 1913 Yale, which was recently stolen from Buffalo, will be appreciated by the Consolidated Manufacturing Company, Toledo. The machine is a twin, and the motor number is 21914.

GIRTON-HOFFER COMPANY PLANS ACTIVE CAMPAIGN

LOS ANGELES, CAL.—A rapid-fire publicity and sales campaign has been mapped out by the Girton-Hoffer Co., Inc., which has succeeded W. H. Whitesell as distributor for Excelsior motorcycles in this city and throughout southern California, and the new company is expected to figure prominently in the "big doings" of the 1914 season on the Coast.

Both Girton and Hoffer are experienced motorcycle men, who know the practical as well as the theoretical phases of salesmaking and repair work. For several years Girton was employed as manager of C. Will Risden's Indian headquarters and for the last fourteen years Hoffer had been identified with Whitesell. The contract signed by the Girton-Hoffer Co. covers Arizona and New Mexico, in addition to southern California, and goes into effect March 20.

Excelsior machines are distributed throughout northern California by E. F. Merry, the announcement that he would succeed Whitesell in that territory being made at the Chicago show. It was hinted at that time that Whitesell resented the decision of the Excelsior company to divide the California territory, and it is assumed that the appointment of Girton and Hoffer as southern distributors is the result of Whitesell's disinclination to remain in the field unless he could continue as state distributor.

CABINET SEAT IN TWO SIZES

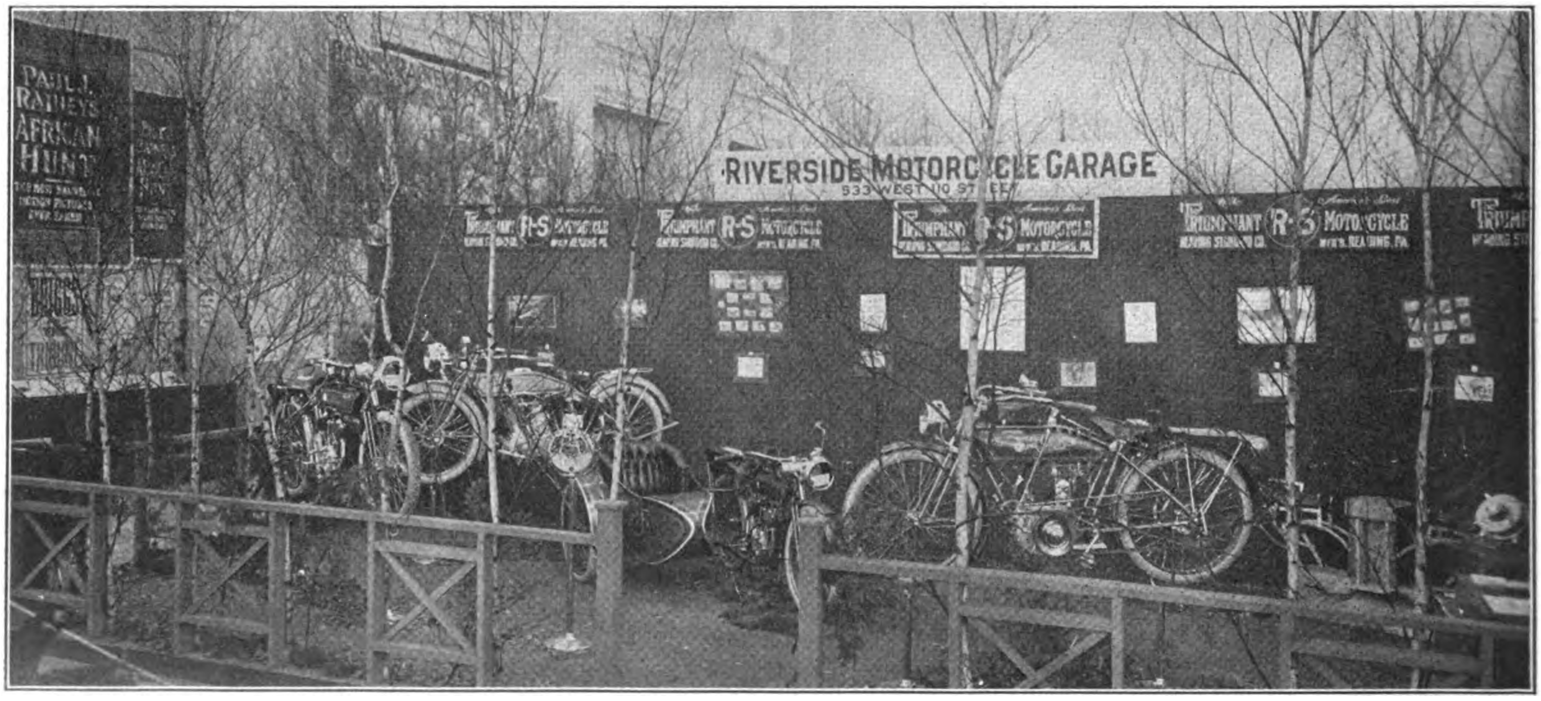
A slight error was made in the March 5 editorial notice and the advertisement of the Cabinet Spring Seat Company, of 175 Market street, Paterson, N. J. This company's spring seat and cabinet is made in two, not four, sizes, the sizes being 9 x 15 and 10 x 15, respectively. It is furnished in one color, a natural leather. The Cabinet Spring Seat Company plans specially to deal through jobbers, to whom it is quoting very attractive prices.

Fred C. Hoffer

MOTORCYCLES AT TRAVEL SHOW

Reading-Standard and Pope motorcycles were displayed at the Travel Show, held in the Grand Central Palace, New York, from March 4 to 14, at the stand of the Riverside Motorcycle Garage, of 533 West 110th street. A full line of the Reading products was shown amid pine and white birch trees, with a background representing a forest scene, and the Pope line was represented by a Model L. The space was in charge of Messrs. Wood and Coughlin, assisted by Loftis and Pelezzare.

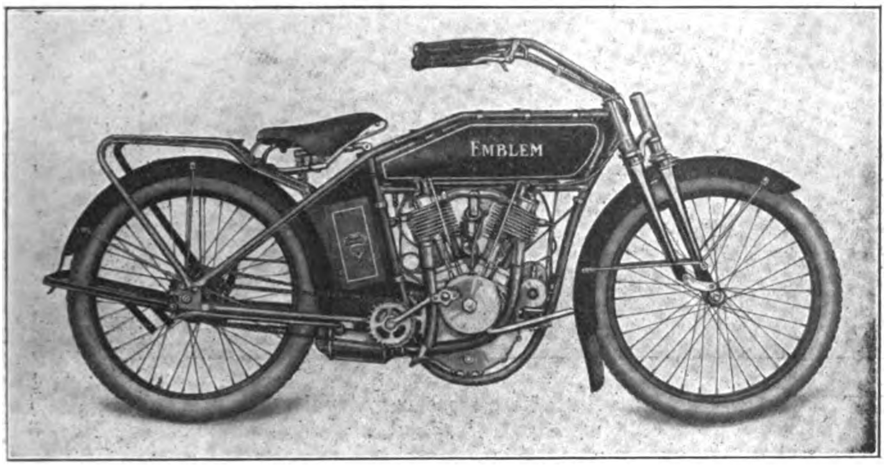
It was the only exhibit of two-wheelers in the Palace and shared the distinction of representing motor travel on roads with a single automobile display. Proprietor Wood states that he was surprised by the interest manifested by visitors who passed over other exhibits to spend time at his stand.


RIVERSIDE MOTORCYCLE GARAGE
533 WEST 110 STREET
TRIUMPHANT R-S MOTORCYCLE
PAUL J. RAINEY'S AFRICAN HUNT

The Unusually Artistic Exhibit of Reading-Standard and Pope Machines at the Travel Show in New York. See Item Above.

Dealers!—Waiting too Long to Specify Delivery Dates May Cost You Much Money

Do not wait until the season is actually in full swing before ordering deliveries of your Emblems. Have 'em ready and on the floor—so that a buyer can take an Emblem away—and not become disgusted with long delay.



EMBLEM

"The Road Master"

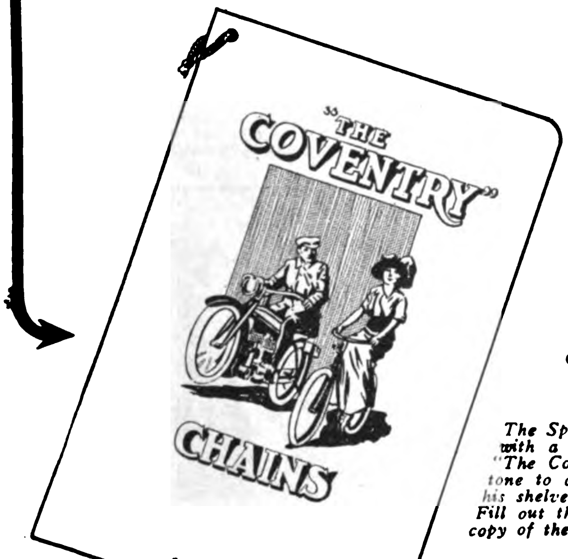
Every dealer knows what it means to wait for his machines and have orders cancelled on his hands and return of deposits demanded because of his shortsighted policy of "last minute buying." Get on the order wagon now—remember—

"A Machine in the Store is Worth Two On Order"

EMBLEM MANUFACTURING COMPANY, Angola, N. Y.

Here Is a Catalog of More Than Usual Interest to the Rider and Dealer

It is full of live, snappy dope on the care and repair of motorcycle chains. It illustrates in three colors and describes every model of "The Coventry" motorcycle and bicycle chains. It is not only an exceptionally interesting little book to have around, but it also is one of the handsomest and most costly catalogs ever published by any chain manufacturer.



"The Coventry" Chain

"The Motor's True Mate"

With a golden record of victories in this country and abroad and the final conclusive proof of superiority as demonstrated in the world-famous Savannah Grand Prize Race which summed up a year of road and track triumphs for "The Coventry" Chain—"The Motor's True Mate" offers the discerning rider a transmission whose reliability and trustworthiness is a matter of record.

A WORD WITH THE DEALER

The Spring season is here. From now on you will be confronted with a positive avalanche of chain demands. Remember that "The Coventry" Chain is the dealer's friend-maker. It adds tone to a dealer's stock to have "The Coventry" Chain on his shelves. The dealer is judged by the goods he keeps. Fill out the coupon below and send it in at once for a copy of the handsome Coventry Chain catalog.

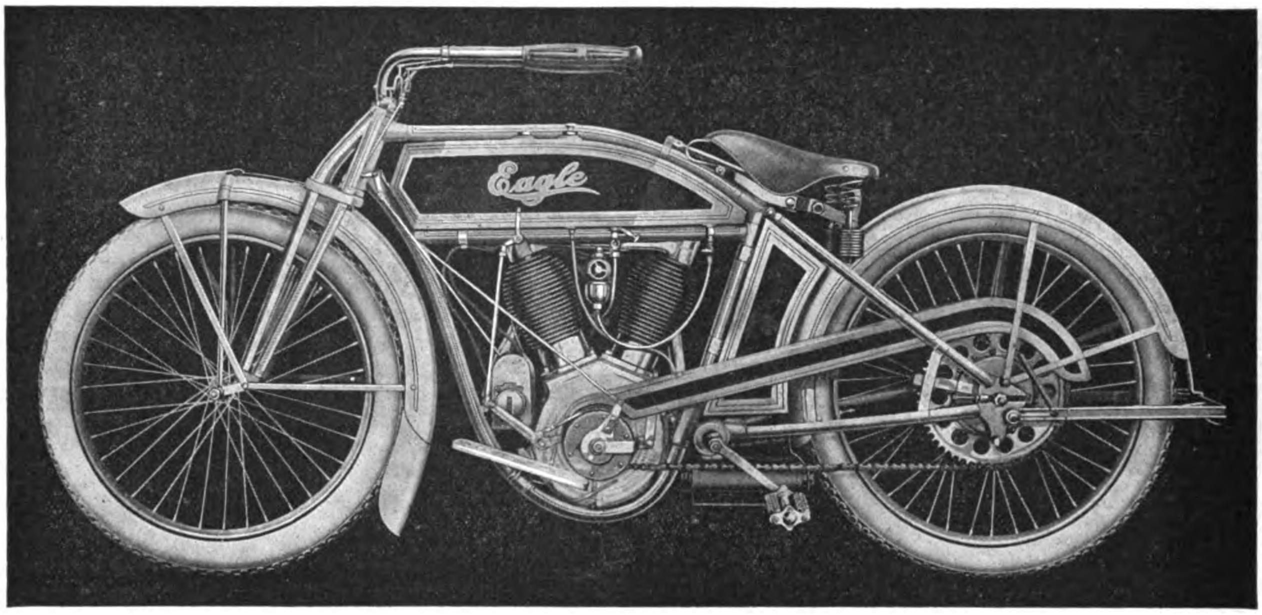
HERBERT F. L. FUNKE CO., Inc.
112 Broad St. - New York

Herbert F. L. Funke Co., Inc.
112 Broad St., N. Y.

Send me your handsome catalog free of charge.

Name ....

Address ....

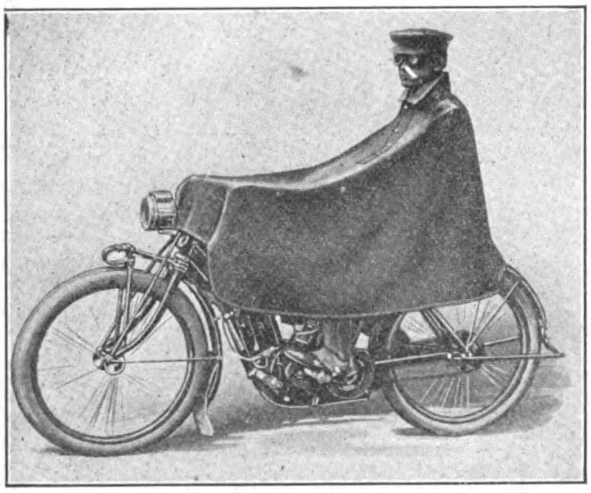


HAVING perfected the splendid '14 EAGLE Direct Drive to a point where we can go no further, it might interest agents to know our policy which is, only one model Eagle 9-12 H. P. direct and countershaft drive to be made. This spells economy of production.

No mail order machines will be manufactured for anyone. We want a limited number of agents whom we will protect absolutely with prompt deliveries.

The EAGLE is a machine for the particular few who have the cash to pay. Write us today.

STERLING MOTOR CO., Successors to AMERICAN MOTOR COMPANY **BROCKTON, MASS.**



LAUGH AT BAD WEATHER

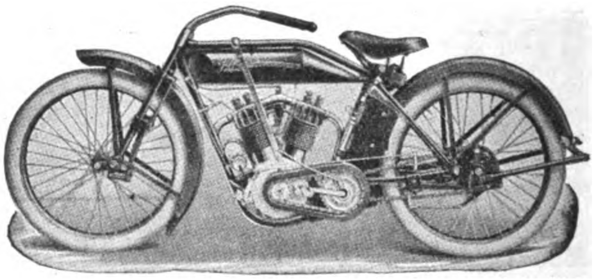
Wind, dust, rain, mud, sleet, cold—these elements will hold no terror for you if you are covered by the warm, waterproof folds of the Czar Cycle Cape. It is the motorcyclist's pal. It keeps him warm and snug in the worst weather—clean and neat along the sloppiest roads—always contented.

CZAR CYCLE CAPE

The Czar Motorcycle Cape weighs but from 20 to 30 ounces, and when not in use can be folded into a small package. It has a high military collar that fits and can be opened or buttoned. It has quick detachable handle bar clips attached to tan straps under the cape. A buckle adjusts the handle bar attachment so that it will fit any cycle.

WE WILL RETURN YOUR MONEY if after ten days' trial you do not find it all we claim for it. We are manufacturers and you, therefore, do not pay any middleman profits. The price is $4.50. Remit money order or bank draft. Specify size of linen collar when ordering.

The Star Storm Front Co., Troy, Ohio, U. S. A.



THERE'S "CLASS" IN THE JEFFERSON

The sort of class every red-blooded man is looking for. Silence—almost uncannily quiet—mile-eating speed, a rakish, low-hung, "devilish" looking machine, the Jefferson immediately makes the prospective buyer say, "Here's a thoroughbred machine—me for it."

Learn more about the Jefferson—what it has done and what it is doing.

WAVERLEY MFG. COMPANY, Jefferson, Wis.

TRY THE MART

FOR QUICK ACTION
FOR BUYING OR SELLING
A MOTORCYCLE

One time, 3 cents a word; two or more times, 2 cents a word.

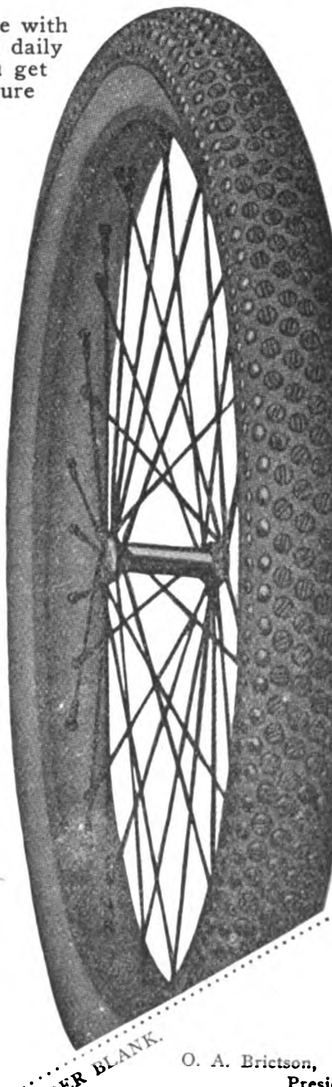
TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring —"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME

Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.



Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing. NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the bead of casing and rim—strictly Quick Detachable.

PRICES:

26x2¼	$8.30	28x2¼	8.95	28x3	11.70
26x2½	8.60	28x2½	9.50	29x2¾	11.70
26x2¾	9.50	28x2¾	10.25	29x3	12.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President

The Brictson Mfg. Co.

Main Office and Factory:

2534 Brictson Building Brookings, South Dakota

Branch Offices:

Dept. 2534, 182 Friend St., Boston.
Dept. 2534, 250 West 54th St., New York.
Dept. 2534, 611 Bulletin Bldg., Philadelphia.
Dept. 2534, Majestic Bldg., Detroit.
Dept. 2534, 1201 Hartje Bldg., Pittsburg.
Dept. 2534, 2009 S. Michigan Ave., Chicago.
Dept. 2534, 1309 N. Kingshighway, St. Louis
Dept. 2534, Monadnock Bldg., San Francisco.

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2534 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name..

City........................State....................

County..

MOTORIST'S COUPON ORDER BLANK.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2534 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find..................
in the sum of $....................for which
ship by exp. or fgt........ (quantity)........Brictson
Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed...

Motorcycle Mart

Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; Two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

FOR SALE—1913, Excelsior, 7 h. p. twin, $125 to quick buyer; 1215 Haddon avenue, Camden, N. J.

FOR SALE—Jap racing motorcycle. Direct chain drive, overhead valves. This is one of the fastest machines in the world. Will do 38 seconds. Rebuilt and like new. A good chance for a motor company to duplicate motor. Price $400. No offers. J. B., MOTORCYCLE ILLUSTRATED.

FOR SALE—Scott motorcycle, 1914 model. The machine exhibited by us at the New York and Chicago shows. Has never been run in this country. Engine personally selected by Mr. A. A. Scott, absolutely new. First check for $300 will take it; would cost $400 to import. Peter A. Frasse & Co., Inc., 417-421 Canal St., New York City.

FIRST certified check for $20 takes overhauled Olds car; new bearings, valves, gas lights, and tires; $15 takes 5 h. p. French engine; for use in shop, boat or auto. Weight 127 lbs. Original cost $127. Will sell outfits together with extra carbureter for $30. Clarence Fletterjahn, Decatur, Ind.

WILL sell my Majestic sidecar for $20. Good condition. Purchased June, 1913. $10 with order, balance C. O. D. F. A. Payne, R. F. D. 149, Wharton, N. Y.

FOR SALE—Triumph roadster motorcycle (English), 3½ h. p., with three-speed gear complete with sidecar, brought to this country for experimental work, perfect condition, never ridden. Lists at $875. Cost about $450 duty and freight paid. Will sell for $225 cash. The Davis Sewing Machine Co., Dayton, Ohio.

BARGAIN—1913 twin Excelsior, like new; tandem and luggage carrier, large pump and all tools; run only 1,820 miles. First check for $185 takes it. Geo. B. Ingram, Waynesburg, Pa.

MUST SELL AT ONCE—1912 Indian twin, like new, Jones speedometer; 1913 Indian single, fully equipped. Cheap for cash. C. R. Evans, 602 West 12th street, Chester, Pa.

FOR SALE—Brand new 1914, 8 h. p. twin Harley-Davidson; positively never uncrated. Cost $250. Will sacrifice for $220, being physically unable to ride. Terms C. O. D. Write L. M., Box 151, Dearing, Ga.

FOR SALE.—Battery Indian $35. Battery Harley $60. 1911 twin Excelsior $115. 1912 magneto Monarch 5 $90. Slightly used 1913 Harley twin $185. 1913 De Luxe 9 $175. 1913 Eagle 5 $125. Arthur Henderlong, Crown Point, Ind.

FOR SALE—4 h. Merkel motorcycle, spring frame, chain drive, Eclipse clutch; run 1,500 miles; perfect mechanical condition; price $125. F. G. Anderson, Staffordsville, Va.

MISCELLANEOUS

MOTORCYCLISTS ATTENTION!—You start business today. Side line or full time. Remit 24c., pocket samples outfit complete. $6.75 per day clear. Now! Morgan Mfg. Co., Dept. R, Newport, R. I.

WANTED—Sidecar in good condition. Give full description. Chas. Farthing, Effingham, Ill.

YOU CAN greatly increase your income by representing our line of lighting systems; our "MATCH LIGHTING LAMPS" sell like wild fire both in town and rural districts. No experience required, profits large, exclusive territory to right parties. Don't delay writing for FREE catalogue and full information. Doud Lighting Co., 175-G No. Sangamon, Chicago.

GUS ROTHOLZ, agent for Indian and Excelsior, 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2337.

AGENTS WANTED for Brooklyn, Long Island and Staten Island for the Jefferson motorcycle, "the fastest machine on the road." Call or write for proposition. Gotham Sporting Goods Co., 57 Warren street, New York.

DEALER'S CARDS, Etc.

AN ADVANCE SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributors, 94 St. Nicholas avenue, New York. Special!!! Luggage carriers to fit only 1913 and 1914 Yale motorcycles, $2.50 cash with order.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge). Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

WE ARE AGENTS for Pope motorcycles and Simplex sidecars. Riverside Motorcycle Garage, 533 W. 110th street, near Broadway, New York.

T. J. SIXSMITH, expert repairing; New York agent for Excelsior motorcycles. 203 W. 100th street, New York. Telephone, 8861 Riverside.

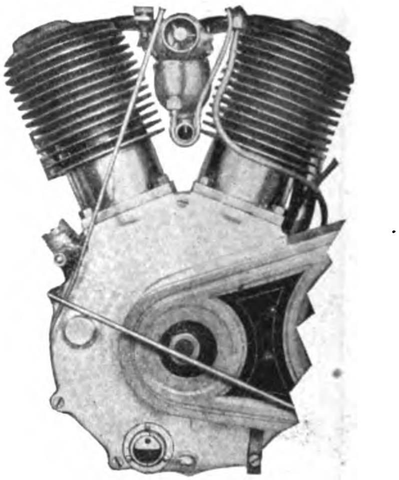
NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 812 Amsterdam avenue, New York City, Eastern distributor.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO.—Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City. Tel. 7903 Schuyler.

FREE TRIAL OFFER



Simplex Gauge on Excelsior.

In January we made an offer to send a complete sample of our 1914 Simplex Gauge to any **dealer**, for trial on his demonstrating machine. We were swamped with replies. Then we were flooded with Orders from Dealers in all parts of the country.

We are now able again to fill orders promptly, and we are going to make another offer, this time to the **Rider.**

WHAT MACHINE DO YOU RIDE?

If you ride an Excelsior, Harley-Davidson, Indian, Jefferson, Yale, A. M. C., Reading Standard, DeLuxe, Dayton, Crawford or Iver Johnson we are going to let you try the Simplex Gauge for 30 days Free Trial.

WHAT THE SIMPLEX GAUGE IS

The Simplex Oil Gauge is a neat little nickel-plated gauge, that screws firmly to the side of the crankcase, on a level with the bottom of same. It looks like the old-fashioned oil window, but it's different because it keeps clean, and always shows the oil level clearly. It can be attached in 10 minutes by anyone (tools furnished free) without disturbing the engine in any way.

The Simplex Gauge retails for $1.50, and is for sale by leading Jobbers and Dealers everywhere.

The Buck Gauge Company

(Incorporated)

FREE TRIAL COUPON

Tear off this coupon and mail today.

THE BUCK GAUGE CO.,
Star Bldg., St. Louis, Mo.

Gentlemen:—Send me your free Book "How to Take Care of Your Engine" and particulars of Free Trial Offer.

Name ....
Street ....
City ....
Your Dealer's Name..............................
Make of Machine................................

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

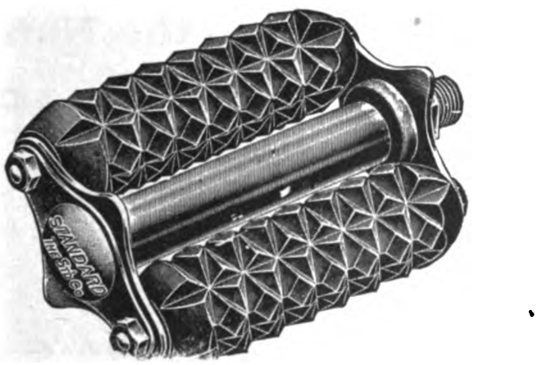
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



NO. 3 MCTOR CYCLE PEDAL

The Standard Co.

Torrington, Conn.

There is as much water for drowning purposes beneath a row boat as there is beneath a battleship—

and the chances of shipwreck are greater on board the row boat than on board the battleship—

Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist who carries a

Schrader UNIVERSAL TIRE PRESSURE GAUGE

and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver. Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

20
40
25
45
PAT'D MAR. 1, '98, JULY 6, '09, OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. U.S. PAT. OFFICE
TIRE PRESSURE GAUGE
MF'D BY A. SCHRADER'S SON INC. N.Y. U.S.A.

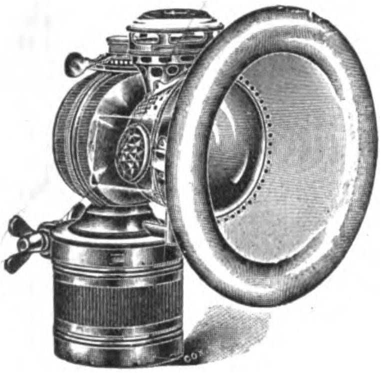
PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

A. Schrader's Son, Inc.

783-791 Atlantic Ave., Brooklyn, N. Y.

20th Century



LAMPS

Leaders for Almost 20 Years

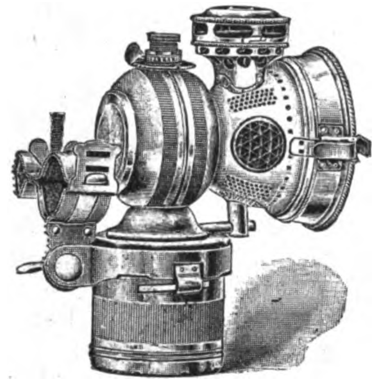
Give a strong clear light—always dependable. You can't go wrong when you buy them

Guaranteed for good Service

MODEL No. 6

IMPROVED BICYCLE and MOTORCYCLE GAS LAMP No. 6

This is a lamp of unequaled value for the money. It is well made, strong and powerful—always a good seller. A self-contained lamp, but especially reinforced for motorcycle and carriage service. Has extension reflector 6 inches in diameter and gives about 125 candle power light. Equipped with same improvements as No. 2. **Write for new price.**



MODEL No. 2

IMPROVED BICYCLE GAS LAMP No. 2

Our No. 2 model is a prime favorite with the trade and riders everywhere because of its Compactness, Economy, Elegance and Efficiency. Brass, Nickel-Plated. Height, 7 inches. Weight, 22 oz. Carbide Capacity, 5 oz. ¼-ft. Burner, Parabola Reflector. No screw threads to corrode and tighten on carbide cup attachment—a simple turn readily loosens carbide cup, but when attached it is absolutely gas-tight and secure.

THE FAIRY TAIL LAMP

A valuable lamp for all motorcyclists. Made entirely of aluminum. A perfect combination of lightness, compactness and efficiency. When the protecting qualities of this little beauty are considered the small cost seems even smaller.

Important to Dealers
FREE OFFER

Absolutely without charge, we will send 6 Tip Picks to any dealer filling out and mailing to us the coupon below.

20th CENTURY

Tip Pick ½ actual size

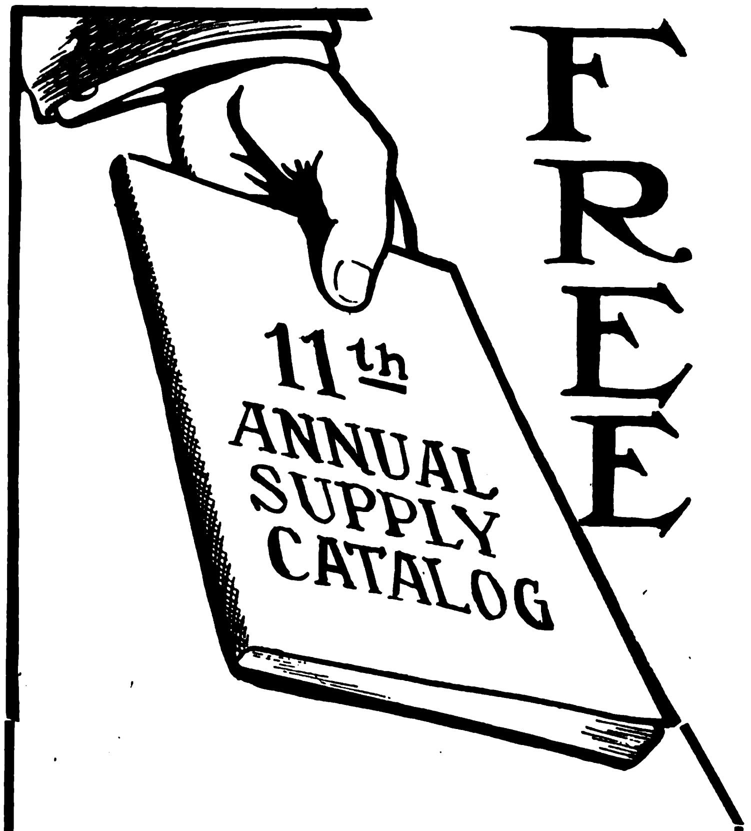
20th Century Mfg. Co.
420-422 Ogden Street
NEWARK, N. J.

Gentlemen: Please send 6 Tip Picks at no charge to me.

Name ....

Address ....

I (we) represent the .... Motorcycles — Bicycles.



We Have One For You

Write For It Today

Our Eleventh Annual Catalog describes 2160 **Guaranteed Motorcycle Supplies** that you should know about. Any one will be shipped prepaid on return train at prices lower than you are used to paying.

We can save you just one-half on motor repair parts. Worth investigating, eh?

For Ten Years the Name

MECO SUPPLIES

has stood for big value at little cost. This is why over half the riders in America are Meco boosters.

Write for the Money Saving Catalog Today

MOTORCYCLE EQUIPMENT COMPANY
Hammondsport, N. Y.
Pacific Coast Branch, 3664 So. Main St., Los Angeles, Cal.

"Tune Up" for Spring With A Wetprufe Belt

Spring's coming! Meet it with a Wetprufe belt!

The Wetprufe simply laughs at mud and water. Weatherproof—waterproof—troubleproof! Guaranteed!

And the stretch—we *keep that.* You get the *belt.*

Dependable belt service—you'll *get it* in the Wetprufe.

Be sure of ideal transmission *this* year. Demand your Wetprufe—"V" or "flat"—*now.*

Your dealer can supply you with a Wetprufe.
Ask us for booklet "Wetprufe Specialties."

HIDE, LEATHER & BELTING CO.
227 S. MERIDIAN ST., INDIANAPOLIS, IND.

H. T. Roberts, Selling Agent,
Railway Exchange Bldg., Chicago.

DON'T GUESS

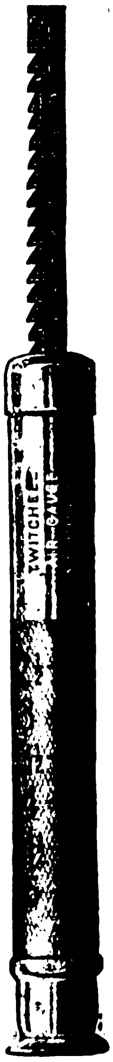
TIRES inflated to forty pounds look and feel exactly like tires containing eighty. The only way to tell the air pressure in your tires is by means of a

NEW POSITIVE LOCK-STOP

TWITCHELL

AIR GAUGE

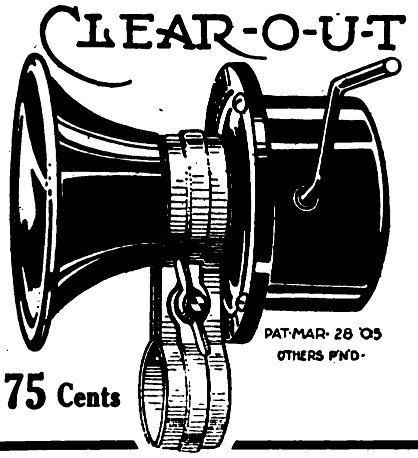
Insist upon getting the NEW Twitchell. It possesses a positive lock-stop feature that renders absolutely impossible the registration of any but the exact air pressure in your tires. This construction permits the use of the gauge no matter in what position the tire valve rests. You no longer have to turn the wheel around until the valve is at the bottom. Another improvement to be found in the NEW Twitchell is the lengthened base which permits of an airtight connection being made with the valve no matter how small the space between the rim and hub. The NEW Twitchell is accurate, simple, durable, easily applied and easily read.



PRICE ONE DOLLAR

TWITCHELL GAUGE CO.

1210 MICHIGAN AVENUE, CHICAGO


CLEAR-O-U-T
PAT. MAR. 28 '05
OTHERS PND.

75 Cents

Mechanical Operated Horn

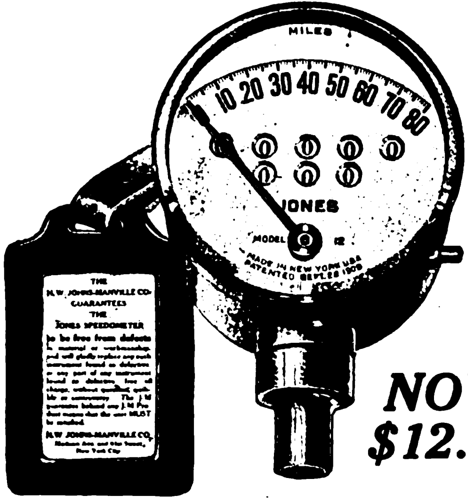
The ***CLEAR-O-U-T*** Motorcycle and Bicycle Horn is in the front rank of mechanical warning signals. A slight turn of the crank gives a clear, penetrating blast.

CLEAR-O-U-T requires no Batteries or Electric wiring, which is a continuous expense. ***The first cost covers all.***

Finish—Black Rubberoid Enamel with rigid adjustable Nickel Plated Bracket.

Dealers—Ask Your Jobber

THE SEISS MFG. CO., 432 Dorr St., Toledo, Ohio


MILES
10 20 30 40 50 60 70 80
JONES
MODEL 12

NOW $12.00

Consider Our Service a Part of this Speedometer

EACH purchaser of a Jones Motorcycle Speedometer is protected not only by an instrument giving absolutely dependable readings but by a Service that is equally dependable.

As it is now a Johns-Manville product, we are able, through our 49 established Service Branches, to make adjustments, replacements and, in case of accident, speedy and efficient repairs, on the

Jones Speedometer
Centrifugal Principle

The Jones is controlled by unalterable centrifugal force. An unbroken metal-to-metal drive conveys the exact speed of the wheel to the indicating hand. It is unaffected by changes in temperature and requires no complex compensating mechanism.

The instantaneous trip reset, steady pointer and easily read clock-face dial are refinements of detail which enhance the value of the Jones Speedometer.

Finally, the Johns-Manville Tag attached to every Jones Speedometer guarantees the instrument. If you want this kind of Guarantee and Service, buy the Jones Centrifugal Speedometer. Price is now $12. Write nearest Branch for booklet.

H. W. JOHNS-MANVILLE CO.

Brake Lining, Spark Plugs, Electric Lamps, Speedometers, Horns, Fire Extinguishers, Carburetors, Dry Batteries, Vaporizers, Auto Locks, Fuses, Tapes, Packings, Etc.

Akron
Albany
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Columbus
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Denver
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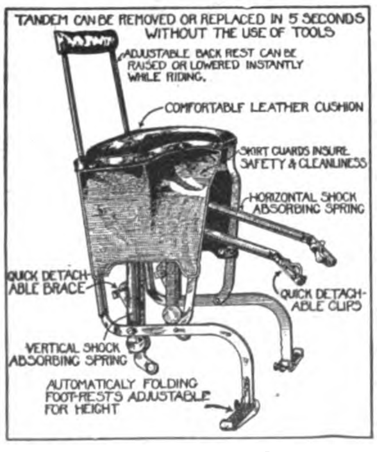
JOHNS-MANVILLE SERVICE
COVERS THE CONTINENT


TANDEM CAN BE REMOVED OR REPLACED IN 5 SECONDS WITHOUT THE USE OF TOOLS
ADJUSTABLE BACK REST CAN BE RAISED OR LOWERED INSTANTLY WHILE RIDING.
COMFORTABLE LEATHER CUSHION
SKIRT GUARDS INSURE SAFETY & CLEANLINESS
HORIZONTAL SHOCK ABSORBING SPRING
QUICK DETACHABLE BRACE
QUICK DETACHABLE CLIPS
VERTICAL SHOCK ABSORBING SPRING
AUTOMATICALY FOLDING FOOT-RESTS ADJUSTABLE FOR HEIGHT

New Stoll Dream Tandem No 1.

COMFORT SPECIALISTS STOLL FOR MOTORCYCLES

ATTENTION, FAIR RIDERS

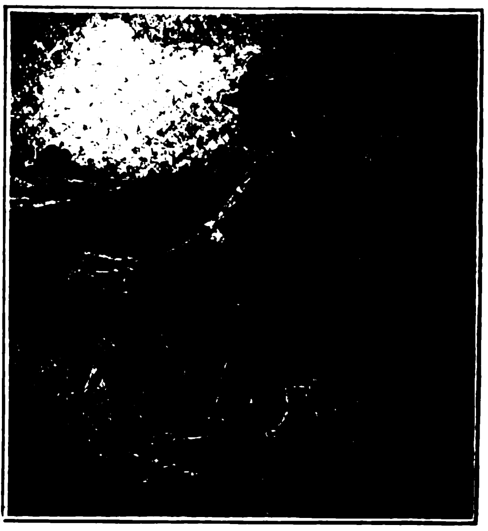
Be sure to read the story entitled "My Tandem Experiences" on Page 19 in the last edition of Motorcycle Illustrated, which shows how hundreds of women have been converted to tandem riding when they once rode upon the

STOLL DREAM TANDEM

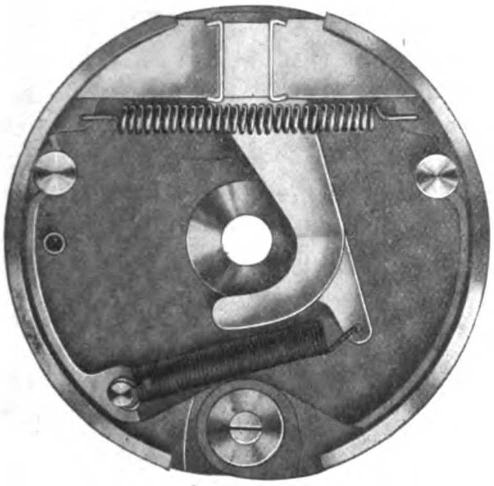
which is the tandem this lady rode. This tandem is sold by all dealers under a guarantee of being the easiest riding tandem in the world. It will benefit you by mentioning your dealer's name when you write for full information and free illustrated Booklet B.

The Stoll Manufacturing Co.

33rd and Walnut Sts. Denver, Colo.



Built to Work Without Wear



The New Departure auto-type motorcycle coaster brake is absolutely reliable.

High grade alloy steel is used for the first time in a device of this kind. The actuator of the brake shoe is forged of chrome steel and has three times the strength of the ordinary drop forging.

The brake end plate to which the mechanism is anchored is equally strong.

The brake shoes are cast of a special wear resisting, close grained phosphor bronze. Furthermore, these shoes are provided with hardened tool steel contact pieces to take the cam thrust.

No detail of this brake has been overlooked. It is superior at every point.

It is the brake you ought to specify for your machine.

NEW DEPARTURE MFG. CO.
BRISTOL, CONN.

CUSHION SUSPENSION NO. 2
The only suspension cushion top made with heavy padding.

Extra large size
14" x 13" wide
Used as exclusive equipment on 1914 Indians.

MESINGER

A Name Worth Ten Thousand Dollars

The name Mesinger always gives the buyer absolute confidence in his saddle.

We could easily spend less in materials and labor and trade on the matchless Mesinger reputation—thus saving at least ten thousand dollars. Figuring this way, the name Mesinger is worth at least the above sum.

Mesinger Superba

But the same policy that has made the name Mesinger a by-word for saddle quality prohibits such tactics on our part. Learn more of the Mesinger from our catalog or

"Ask the Rider and Watch Him Riding"

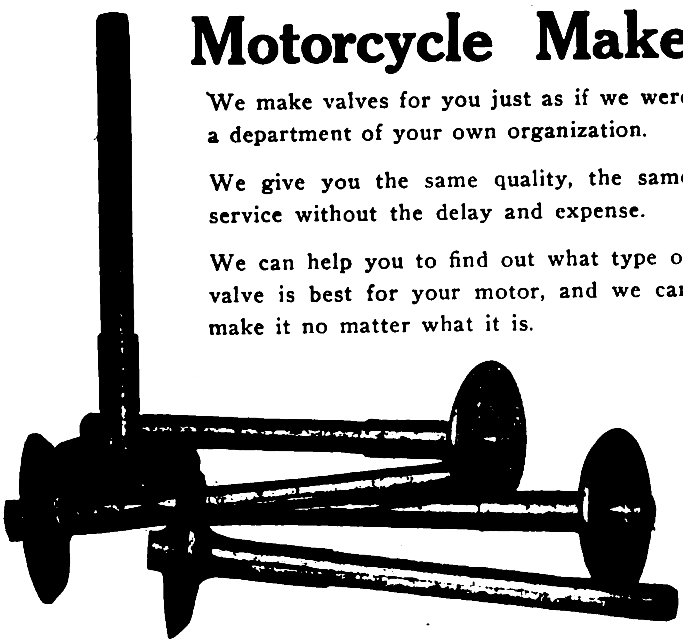
H. & F. Mesinger Mfg. Co.
144th Street and Austin Place, New York

MESINGER

AUTO CUSHION NO. 2
With anatomical Steel Base and heavy padding.

Extra large size
14½" x 12¾" wide

A Valve Department for Motorcycle Makers



We make valves for you just as if we were a department of your own organization.

We give you the same quality, the same service without the delay and expense.

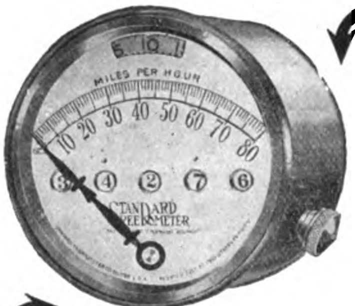
We can help you to find out what type of valve is best for your motor, and we can make it no matter what it is.

Consult us as you would your own engineers.

The Electric Welding Products Co.

A Valve Department for Engine Makers.

Cleveland, O.



Best Known vs. "Most Used"

"Best known" does not always mean "most used." It is the QUALITY of popularity that counts. It is a surprising fact that you hear other speedometers mentioned more frequently than

STANDARD SPEEDOMETER

"THE INSTRUMENT OF PERMANENT ACCURACY"

but eight years of speedometer building experience has lined up for the STANDARD a solid phalanx of dealers and jobbers who have found that the STANDARD Speedometer with its absolute accuracy of construction has given the riders the most consistent satisfaction. **That** is why there are more STANDARD Speedometers in use among the Police Departments than all other makes of speedometers combined. That is why in the ninth year of their manufacture, STANDARD Speedometers are the most popular with their users, which is the most effective advertising of all.

STANDARD THERMOMETER CO.

65 Shirley Street Boston, Mass.

The Spring's in the Air—And in the Baxter!

"The Quality Car"

Winter is over—and now for a bracing run on the road—not **alone! Oh,** no! With a fair companion at your side in "the Quality Car" **you** can double the joys of Spring riding.

Guaranteed comfort is afforded by the Baxter Spring Wheel, the **greatest** triumph in scientific shock absorbing construction. It comprises **two** perfectly tempered tension springs, fitted to the axle. **These** springs afford a perfect "velvet" rebound on all road shocks.

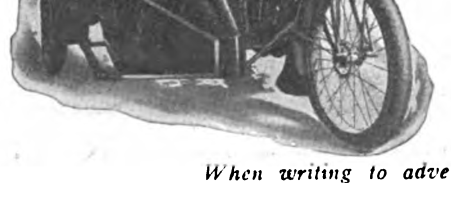
The Baxter Is Built Close to the Ground

Its low underslung frame carries the body but sixteen inches from **the ground.** This assures holding the road at all times and minimizes **road** shocks. This frame is exclusive and covered by patents **restricting** its use to Baxter sidecars.

Write for our remarkable dealer's proposition today.

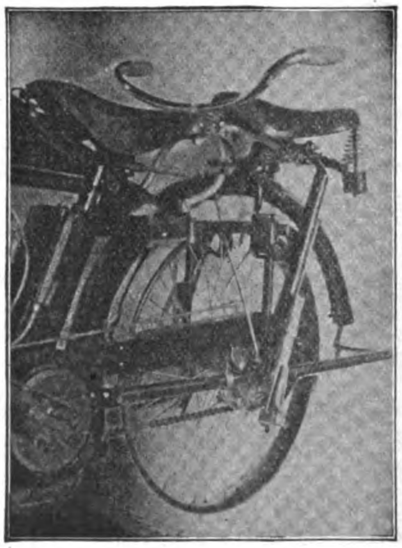
Baxter Sidecar Co.

119 Broadway, Cambridge, Mass.



MUELLER

Tandem Attachment for 1914 Indians



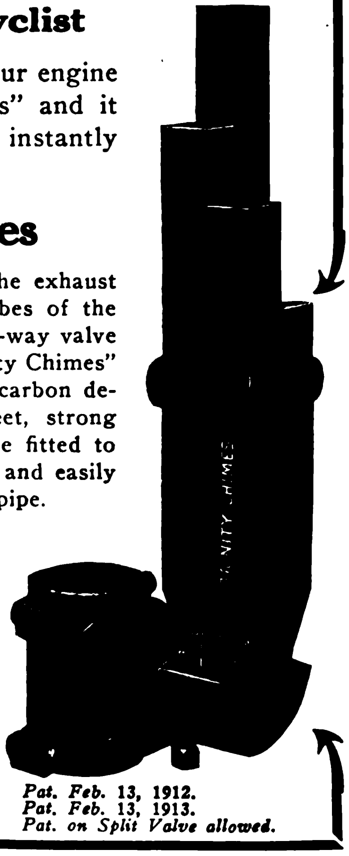
It's made for the Indian, by an Indian rider and dealer—and it belongs on every Indian.

That's all we have to say.

L. J. Mueller

6307 Woodland Ave.

Cleveland, O.



An Open Road

For the Motorcyclist

Just deflect the exhaust of your engine through the "Trinity Chimes" and it gives a distinct signal that instantly clears the way.

Trinity Chimes

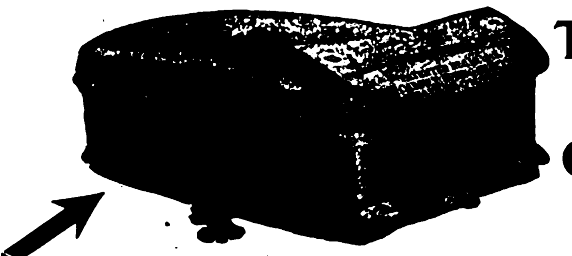
fit easily the exhaust pipe and the exhaust is deflected through the four tubes of the horn by the operation of a three-way valve with foot or hand control. "Trinity Chimes" clears itself automatically of all carbon deposits and always gives a sweet, strong tone even on low speed. May be fitted to any make of Motorcycle quickly and easily without cutting off the exhaust pipe.

AT YOUR DEALER

Try the "Trinity Chimes" at your dealers or garage. If you cannot secure one there, write to us for prices and illustrated booklet.

THE COMING MFG. CO.
Railway Exchange
Chicago, Ill. - U. S. A.

Pat. Feb. 13, 1912.
Pat. Feb. 13, 1913.
Pat. on Split Valve allowed.



Double Service with the Cabinet Spring Seat

Two in One

Perfect Finish

Here is an article of real utility to the motorcycle rider. You get a combination of a luxuriously comfortable tandem seat and a roomy tool or kit case that affords ample room for tools, skid chains, tubes, small articles of luggage, etc.

The upper section rests on a series of perfectly tensioned springs. These springs are imbedded in a one-inch solid wood support on both upper and lower sections, which prevents any side swing. Between upper and lower sections is a compartment as shown in cut. While affording the necessary "give" so essential to comfortable riding, these springs still leave ample room in the cabinet.

The Cabinet Spring Seat is made in two sizes—9 x 15" and 10 x 15"—in natural leather color. Easily attached by clamps, spring washers and wing nuts which makes it the safest and best for tandem riding. Price, $4.75.

For Sale by all leading Jobbers and Dealers.

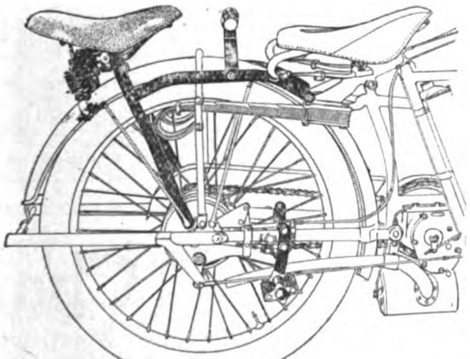
Cabinet Spring Seat Co., 175 Market Street
Paterson, N. J.

Tandem Attachments For All Model Indians

1909, 1910, 1911, 1912, 1913, 1914

The BU-CO Tandem

The only Practical Tandem for 1914 Model Indians



Note the Low Saddle Position Complete with Pan Dandy or Superba Saddle

Note the Neatness of Construction Rubber Hand Grip Rubber Front Pedals

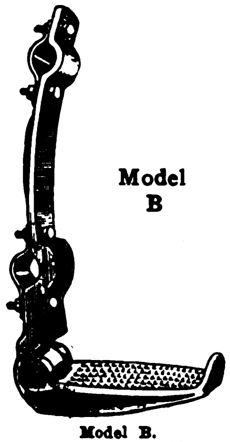
Complete, $15 Without Saddle, $10

Bu Rem Tandems complete
For 1909, 1910, 1911 and 1912 Indians, $18.00
For 1913 Indians, $15.00

Write for Catalogue of Our Specialties

Special Low Prices to Dealers

THE HERMAN BUMILLER CO.
(Successors to The Bumiller Remelin Co.)
No. 432 Main Street Cincinnati, Ohio
Distributors for the Silent INDIAN



Model B

Model B.
Price per pair, $1.75.

"E & C"

Folding Foot-rests

STRONG—DURABLE—COMFORTABLE

Appearance—Just the proper size, finished in highly polished nickel plate, they add to the general appearance of any motorcycle.

Security—Double-clamp idea prevents any movement on frame, and deep grooves on pedal surface does away with feet-slipping troubles.

Durability—These rests have a hinged joint and are made of semi-steel metal. Thus they are practically unbreakable.

Prices:
Model A (for Indian and Pope machines), complete per pair $1.00
Model B (for Excelsior, Harley-Davidson and all other rigid frame machines), complete per pair 1.75
Parcel post charges on all single orders.

"E & C" Spring Tandem Attachments

are noted for the four great essentials Safety—Strength—Class—Comfort

Made for all models of Standard makes of machines. Especially designed for Lady Riders.

Catalog cheerfully sent on request.

The "E & C" is an exceptionally profitable line for dealers. The "E & C" Spring Tandem has become immensely popular and "E & C" Foot-rests are big sellers. Be wise. Send for particulars.

"E & C"
MFG. CO.
1716 Ludlow St., Philadelphia, Penn.

Quick Detachable for Indian.
$16.00 complete.

Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made Only by **ROSE MANUFACTURING COMPANY**
933 ARCH STREET, PHILADELPHIA, U. S. A.

TRADE MARK

Are You *Sure* That Everything Is O. K.

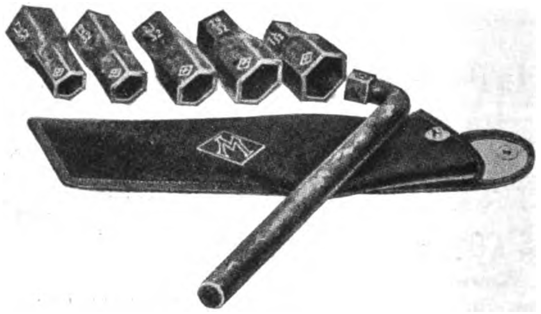
on your machine before starting on a tour, a race or an ordinary run? A loose adjustment may make trouble. Be on the safe side—carry in your tool bag the only "practical life insurance," the

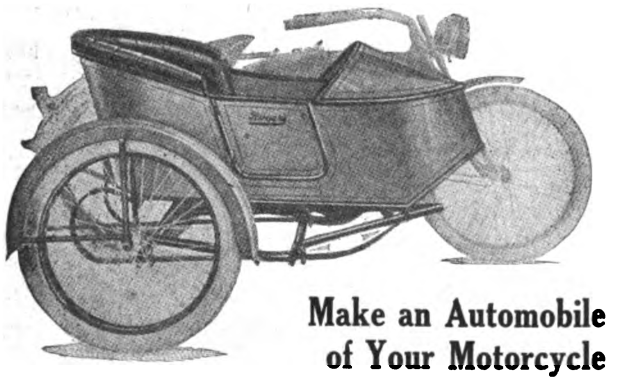
Mossberg Socket Wrench Set

Its five hardened steel sockets with handle will reach the most inaccessible parts of your machine and make adjustments easily and effectively.

At your dealers or direct.................... $1.20
Write for our Catalog No. 166.

FRANK MOSSBERG CO.
ATTLEBORO, MASS.





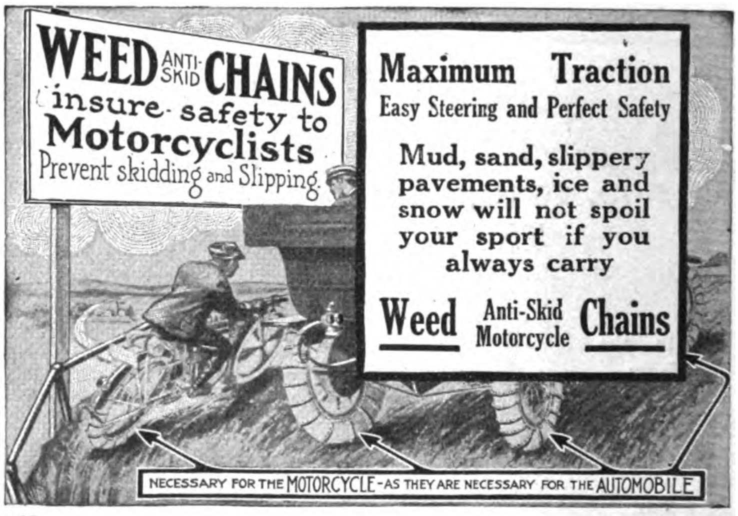
Make an Automobile of Your Motorcycle

By adding a Rogers Sidecar, you can carry two with as great comfort and much greater economy than with any motor car.

The Rogers is strong enough for use with the most powerful two-speed twin, and yet light enough so that many single-geared, single-cylinder motorcycles are pulling it satisfactorily.

Do not overlook the fascinating possibilities of the motorcycle and Rogers Sidecar.

Rogers
ROGERS MANUFACTURING COMPANY
CHICAGO
328 WEST MADISON STREET, CHICAGO


WEED ANTI-SKID CHAINS insure safety to Motorcyclists
Prevent skidding and Slipping.
NECESSARY FOR THE MOTORCYCLE-AS THEY ARE NECESSARY FOR THE AUTOMOBILE

Maximum Traction
Easy Steering and Perfect Safety

Mud, sand, slippery pavements, ice and snow will not spoil your sport if you always carry

Weed Anti-Skid Motorcycle Chains

Weed Anti-Skid Motor Cycle Chains

Just as perfect in principle, construction and workmanship as WEED CHAINS for automobiles. Make motorcycling absolutely safe—sixty miles an hour with perfect safety.

The continuous "creeping" prevents injury to the tires and keeps them clean, thus minimizing the chances of punctures. Extreme lasting qualities.

Easily carried as the small bundles they make in their canvas bags take so little room that they could be carried in your pocket, when not in use, without inconvenience.

Order them from your dealer or write for particulars.

WEED CHAIN TIRE GRIP COMPANY
28 Moore Street New York

Indian Dealers & Riders

Look

or the HOLE in the frame under saddle. That is where the

DIAMOND TANDEM ATTACHES WITH NO BOLTS OR NUTS

SPRING SCIENTIFICALLY ARRANGED on BACKBONE makes this tandem very COMFORTABLE, and recommended for ladies use.

DEALERS—Write for my attractive money-making proposition.

RIDERS—If you cannot get this attachment from your dealer write direct to me, giving name of dealer, and receive a SKIRT GUARD for your trouble.

W. W. BREWSTER, Manufacturer 56 W. ELM ST. BROCKTON, MASS.

The Spark Plug for You is the

WEATHER-PROOF

HERZ PLUG

"Bougie Mercedes"

Protected terminal
Swivel joint
The stone with the rim that sheds water and slush
E
ST

BLUE ENAMEL

DOUBLE STONE

Never needs to be taken out

Never needs to be adjusted

Never needs to be cleaned

Never carbonizes or "Soots up"

A Wonderful Creation of Stone and Steel

Packed in a neat metal box—very handy for small parts

Guaranteed a Year

Insist upon HERZ PLUG on your motorcycle

Ask your dealer

HERZ & CO., New York

Makers of HERZ MAGNETO

PERSONS
DUPLEX
PAN-DANDY

A

SOFT SPRINGY SEAT

Incomparable for Comfort and Durability

Dealers are having an ever-increasing demand for the "PDPD." This motor seat has made an enviable reputation as the "utmost" in saddle perfection.

Try It Once and You Will Use No Other Saddle.

Full Information on Request.

The Persons Manufacturing Co.

Worcester, Mass.

MOTT RIMS

MOTT RIMS are made in a plant devoted exclusively to the manufacture of steel rims—and NOTHING ELSE. The degree of attention paid to smallest details, the remarkable efficiency of its mechanics, the high quality of raw materials employed—these are the things that tend to make MOTT RIMS what they are—powerful, durable, elastic and light.

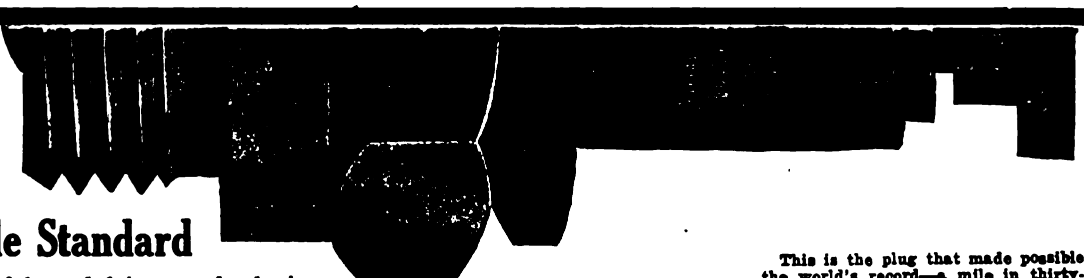
It is a significant fact that while the number of breakages to various other parts of motorcycle construction in endurance runs and reliability tests is legion, breakage of rims is almost unheard of—because the majority of motorcycle manufacturers wisely equip with

Mott Steel Rims

The Clincher Automobile Tire Manufacturers' Association, comprising all the reputable tire manufacturers in the United States, demand that all rims on which their tires are guaranteed must bear the stamp of the association. Every MOTT RIM bears this stamp on the seat of rim. Look for it. REG. U.S. PAT. OFF.

WE are prepared to figure on 1914 requirements NOW.

Mott Wheel Works, Utica, N. Y.



$1.00 **$1.00**

Motorcycle Standard

a spark plug of heat-defying, perfectly insulating porcelain. Designed for motorcycles only. No need any longer to use the inferior mica plugs or a porcelain makeshift.

This is the plug that made possible the world's record—a mile in thirty-six seconds flat. Try a set. Mailed on receipt of price if your dealer cannot supply them. Metric size only.

Write for our free folder that tells some things about motorcycle spark plugs that you cannot afford to miss.

JEFFERY-DEWITT COMPANY, 55 BUTLER AVENUE DETROIT, MICH.

Have You Seen the New Solar Electric Headlight?

Partaking in every way of the many quality features of **the** SOLAR line, the new electric headlight is first and **foremost practical.** It is not an extreme type. It has been **built along** the proper lines, graceful, moderately powerful, **non-rattling,** tremendously durable. Another strong addition **to the**

SOLARS

"The Lamps With a Pedigree"

Measures 8 inches front diameter and 4⅝" in depth. The body and flare are made of one piece of heavy gauge metal, the 6½" front glass and silvered parabolic reflector are held by an expansion ring and washer, sealing the reflector from dust and moisture and eliminating all possibility of rattling. Outside double wire connecting plug acts as switch and focusing device. Model E. M. S, Black or Black and Nickel, $4.50.

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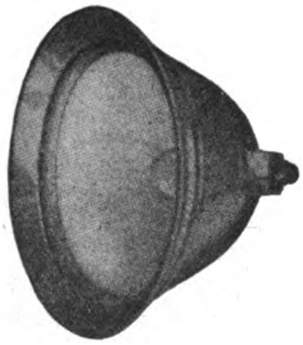

BADGER
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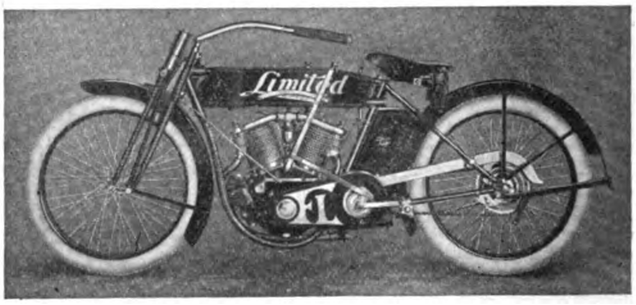
"LIMITED"

Motorcycles



For The Man Who Cares

You want a better motorcycle.
The Limited is that machine.
A perfectly balanced 10 h. p. motor with over-sized bearings.
A fork that is right.
Seat Suspension that irons out the rough spots as smooth as a steam roller.
Built on honor for over seven years.
Some territory still open on a liberal plan for the right dealer.
Valuable literature on request.

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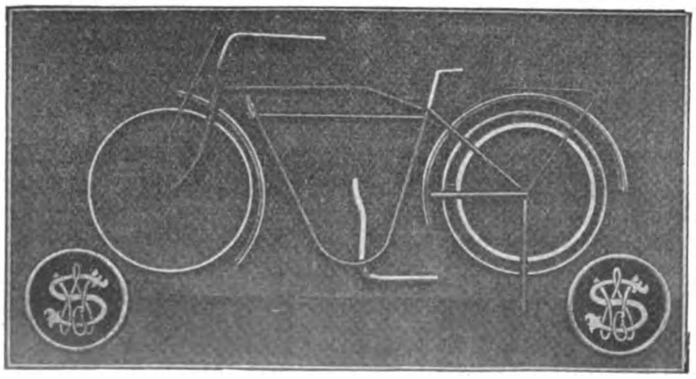
MILWAUKEE, U. S. A.
1153 Holton Street



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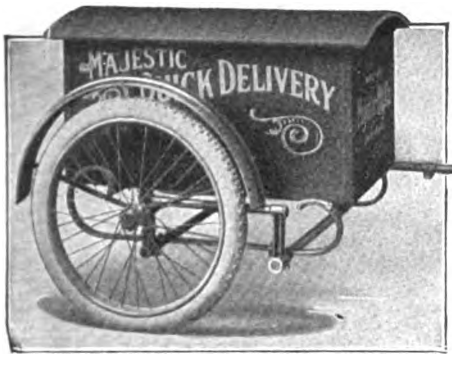
Whenever you want really good frame-parts, such as rims, mudguards, fork-sides, seat-posts, etc., remember that ninety per cent. of all motorcycles made in this country have frames built of Stanweld Frame-Parts.

THE STANDARD WELDING CO.
EDGEWATER PARK, CLEVELAND
Offices in
New York Detroit Chicago
STANWELD



PRICE $75.00

MAJESTIC TWO-IN-ONE

Wind Splitter and Delivery Van

A Passenger and Commercial Combination

Many inquiries in the past for a combination passenger and commercial Side Car have led us to standardize our chassis for the accommodation of both our famous Wind Splitter and Delivery Van bodies. These can be interchanged in from five to ten minutes.

This Splendid Outfit Complete, Price $75.00

Write today for details.

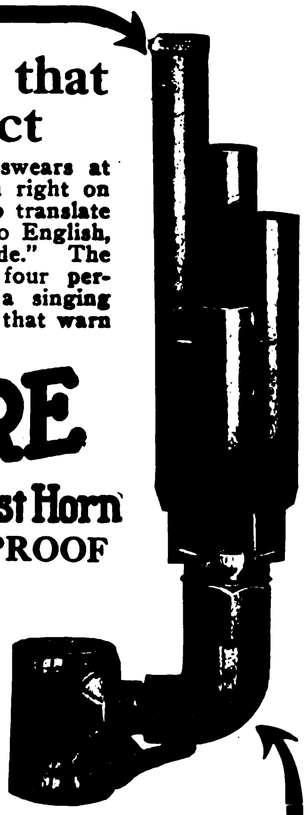
MAJESTIC MANUFACTURING CO. **Worcester, Mass.**

The Warning that Wins Respect

You don't want a horn that swears at the pedestrian. He has as much right on the street as you. If you were to translate the sound of the AERMORE into English, it would say, "Please step aside." The AERMORE exhaust horn has four perfectly blended tones that give a singing call, resonant, clear and musical, that warn without startling.

The AERMORE Exhaust Horn

SIMPLE—TROUBLE-PROOF



The AERMORE is made of four solid brass tubes, nickel-plated. It is operated by a three-way valve that cannot clog, as it automatically blows out all dirt, dust and oil. It is practically indestructible, handsome in appearance and can be attached in a very short time.

The Retail Price is $5.50

Dealers should write us for special quantity prices. Address Dept. A.

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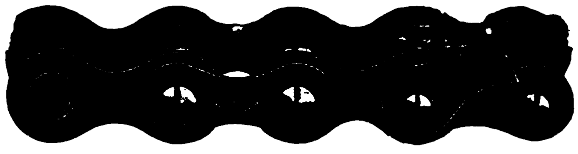

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Experience proves that "Diamond Equipment" is an assurance against chain troubles.

The No. 150 Diamond Motorcycle Chain is the choice of riders that expect

Maximum Service
Minimum Repairs

For Sale by Your Jobber and Dealer

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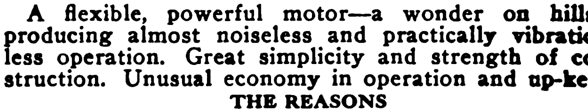
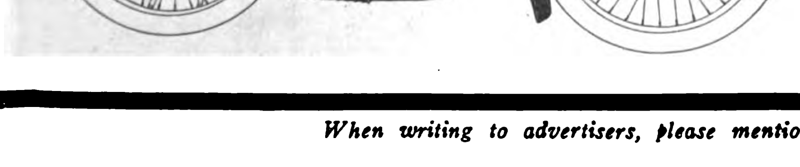
Diamond Chain & Mfg. Co.
Indianapolis, Indiana
Capacity 8,000,000 feet per year





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By the

VALVE-LESS 1914 Schickel TWO-STROKE

A FEW NOTABLE CHARACTERISTICS

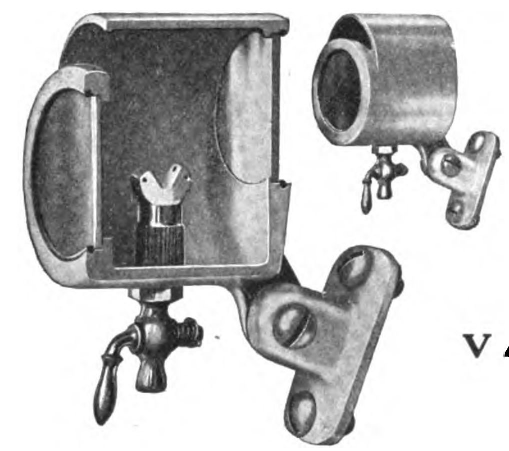
A flexible, powerful motor—a wonder on hills—producing almost noiseless and practically vibrationless operation. Great simplicity and strength of construction. Unusual economy in operation and up-keep.

THE REASONS

Sustained and continuous power impulses due to the two-stroke motor makes possible a wide range of throttling and produces strong and continuous power. It also greatly reduces vibration. The absence of valves, the ample muffler and the unusually quiet working motor produce practically noiseless operation. Only three moving parts in the motor, each running in oil, give maximum mechanical simplicity with minimum wear and low up-keep expense. The heavy unit tank frame assures great strength and long life.

Send for the "Schickel" Story

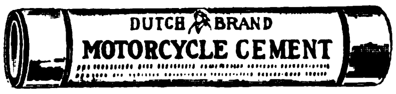
THE SCHICKEL MOTOR CO., 59 Garden St., Stamford, Conn.



THE MOST POPULAR TAIL LIGHT

THE MIDGET STRONG NEAT EFFICIENT A BIG SELLER

Rubber Cements and Specialties are trade getters and trade holders.



Every Cyclist should use our products.

Our 1 x 5 Non-collapsible tube of Motorcycle Cement is the safest proposition for the rider—the cement is always there when wanted. It **sticks and** stays stuck.

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Manufacturers DUTCH BRAND Products

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We deal exclusively in second hand motorcycles and accessories and sell exclusively by mail.

Every machine is REBUILT by us and guaranteed to be exactly as represented or we will refund your money.

REGARDLESS OF THE MAKE YOU WANT WE HAVE IT AT THE LOWEST PRICE.

You buy it from an actual photograph.

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Detroit Motorcycle Sales Co., No. 9 SELDEN AVENUE
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There is none to equal the

V-Ray Motorcycle Spark Plug

Insures perfect ignition and never fails to satisfy; can not be injured by heat or oil.

Guaranteed to Give More Power On

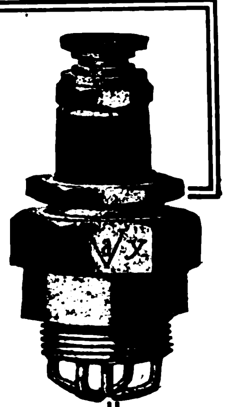
LESS GAS

Two Types

Porcelain 1^{00} **"MICA"** 1^{25}

At All Jobbers
At All Dealers

The V-Ray Company
MARSHALLTOWN, IOWA



DON'T CONDEMN

all tandem seats just because you have found the old-style attachment lacking the comfort you anticipated. Order the F-N Combination Seat. The tandem that never disappoints, but adds beauty and grace to your motorcycle and comfort for your passenger. Send for the F-N Catalogue.

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Service Station, 92 St. Nicholas Ave.,
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Price, $10.00
Pacific Coast & Rocky Mt. States, $10.50.

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HYDRAULIC

HYDRAULIC PRESSED STEEL CO. CLEVELAND OHIO.

J-M (Mezger) SOOT-PROOF SPARK PLUG

No soot—so will not short-circuit. Porcelain insulation becomes so hot at tip end when plug sparks that soot is burned up instantly.

Porcelain withstands rapidly changing temperatures. Never cracks or breaks.

Guarantee: If any plug does not give satisfactory service, we will exchange it for a new one.

Price $1.00. Sold by most dealers or shipped direct from our nearest Branch.

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GENUINE
J-M
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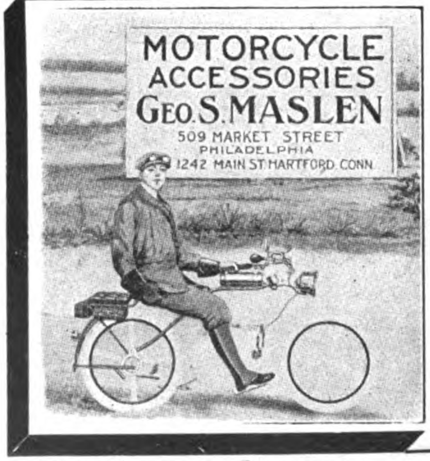

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Our Big, Handsome 1914 Catalog and Our Free Delivery Proposition

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Get the first
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"We Hope to Use it Exclusively"

Berling Magneto

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THE PIERCE CYCLE CO.,
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writes as follows:

"Our experience with the BERLING magneto has been so satisfactory that we hope to use it exclusively in the future."

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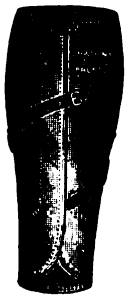

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Quick As A Wink

That describes the time taken to put on and take off our newest legging.

NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

Just out—selling fast already.

NATHAN NOVELTY MFG. CO.
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Baby Reflex.

SNAP UP THIS OFFER

30 Day's Trial At *Our* Risk

Buy a set of Reflex Spark Plugs from your dealer; use them full 30 days; then if you don't find them the best you ever used, return them and you'll get your money back **right on the spot.** No delay, nothing to do but accept the money.

We want you to take us up on this offer. It's our way to prove to people not yet using the Reflex, what good and dependable service you get from

REFLEX SPARK PLUGS

NO MORE EXPENSIVE THAN THE ORDINARY KIND

LIGHTNING KID

Lightning Kid.

They are made expressly for Motorcycle use. They pour a stream of snappy, hot flashes into your motor that gives it vim and "go." Scientifically designed to keep out dirt and carbon, hence require little or no attention. India mica and other good materials ensure long service.

WE GUARANTEE

to replace at any time *any* Reflex Plug found defective in material or workmanship. Furthermore, if for any reason at all you want your money back in 30 days, your dealer will refund it *without question.*

Next time Play Safe—Buy the Reflex.

Dealers: Get our booklet and 1914 Proposition.

THE REFLEX IGNITION CO.

Licensed under Canfield patent.

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HENDERSON RIDERS: You can have Reflex Torpedo Plugs with either mica or porcelain cores.

VISCO MOTORCYCLE OILS

HUNDREDS OF MOTORCYCLES

never have run right on account of the motor not having the proper oil.

Some motor manufacturers themselves recommend and sell oils entirely unsuited to the motor, and as a result the rider has trouble and blames the machine or his dealer.

We don't make motors but we do make the biggest and best line of oils in the world and we understand our business. When we recommend a certain grade of oil for a certain motor it's because we have made a study of their motor's construction and can prescribe its lubricant.

The better class of dealers are fast becoming *Visco* customers. It pays them—more business—less trouble. Write us today.

The Visco Motor Oil Co., Cleveland, Ohio

Duckworth Repair Links

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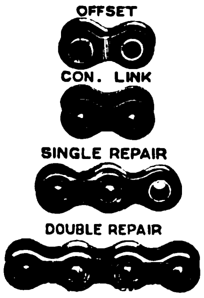

Simplest on the Market.

Accurate. A Sure Lock.

Get Them of Your Jobber.

Duckworth Chain & Mfg. Co.

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Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.

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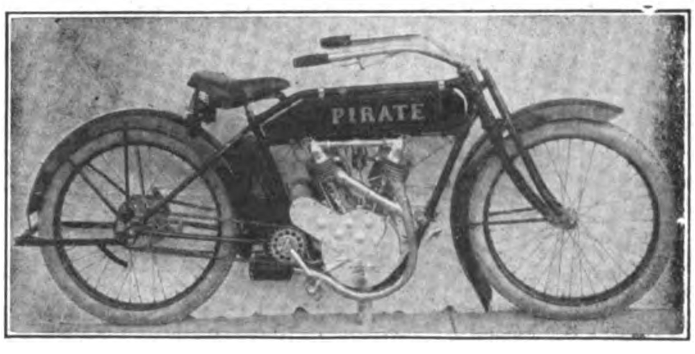

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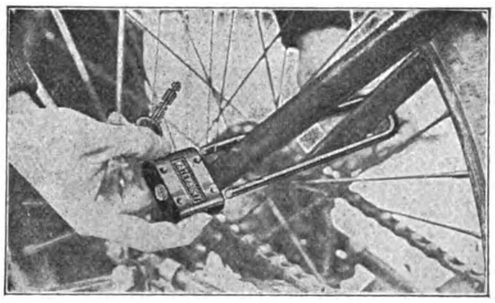
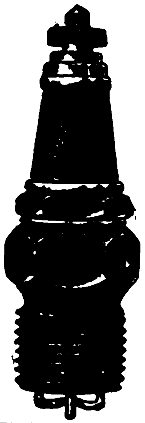


414 Broadway N. Y.

Powerful, indestructible, cannot be picked or broken, made of solid brass and steel. Removable steel shackle. An effective preventative of theft or unauthorized use. At your dealer's or sent direct, prepaid, for 75c.



Best by Test

Every Spark "Starts Something"

No Soot, Oil, Gas or Water can Hurt It

The Only Genuine Case Hardened Plug

One Dollar at Your Dealer's or Direct

Next Time Make It a Benton

L. F. BENTON CO., Vergennes, Vt.

HARRIS

TRADE MARK REG. U.S. PAT. OFF.

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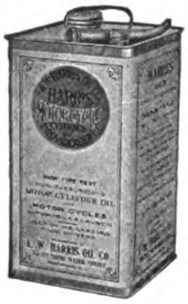

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"A Little Goes a Long Way and Every Drop Counts"

Send for 1 gal. can 80c.

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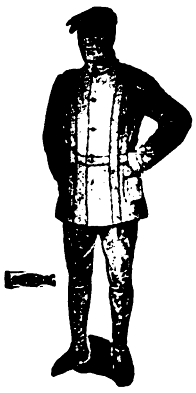

Official F. A. M. Motorcycle Suit.

Good Stuff

although of great importance, in the matter of clothing, is not, however, all that is necessary in *good* clothing. Style, fit and workmanship must also be incorporated. And that is why the

Loewenberg Line of Motorcycle Clothing

has such a large sale—they are made well—fit well—look well. Made in a variety of serviceable materials for all uses and weathers—Norfolk, Double-breasted and F. A. M. styles.

Catalogue on request. Send for it.

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You should take at least one non-technical magazine and keep up-to-date on the new wonders and advances in electricity and mechanics.

Modern Electrics & Mechanics illustrates and describes these subjects in a style that you will easily understand and enjoy. It contains from 128 to 160 pages monthly and is full of instructive and valuable articles on how to make things at home and answers your questions free. 15 cents per copy on newsstands, $1.50 per year by subscription.

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Can you think of a better investment for a quarter? Better send today.

Modern Electrics & Mechanics

281 Fulton St. New York

DO YOU REALIZE

that your chain bears more strains than any other part of the motorcycle and for that reason should have constant care?

Neglect to lubricate causes the rollers to stick and sprockets to wear.

ELLIS CHAIN DRESSING

Overcomes All Chain Troubles Except Breakage

One application produces absolute quiet and smoothness of transmission. Does not collect dust. Applications needed only once every [illegible] or 800 miles.

Lengthens Chain Life 40%

Half pound @ 30c. retail enough for 15 or 20 applications. For a short time only will send ½ lb. to any address on receipt of price.

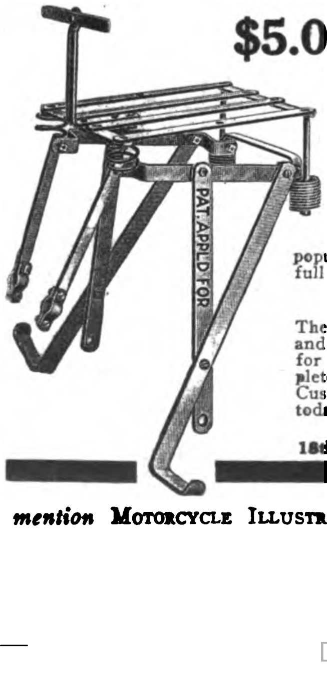
Dealers, ask your jobber; if he can't supply you, write us.

Jobbers, if you want to sell a live article, we have it.

Ellis Chain Dressing Co.

123 N. Lawrence St. Wichita, Kans.

$5.00 For This Carrier and Seat Complete



Most jobbers and dealers are prepared to furnish Wald Rigid and Spring Carriers. We illustrate our carrier and seat No. 175. This is one of the most popular carriers on the market. Write today for full descriptions of

Wald Carriers

They are made of the finest materials. Jobbers and dealers not yet supplied should write today for our new 1914 proposition. We make a complete line of Combination Carriers and Seats, Cushions, Extension Nuts, etc. Riders, write us today.

WALD MANUFACTURING CO.

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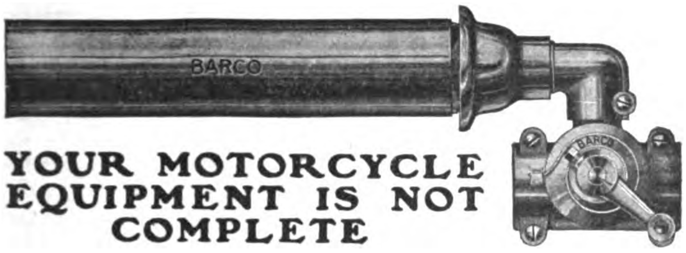

YOUR MOTORCYCLE EQUIPMENT IS NOT COMPLETE

without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautifully toned chime horn by simply pressing your foot on a foot pedal.

START THE SEASON RIGHT

by ordering one from your dealer now, or writing your address across this page and mailing it in for descriptive catalog.

1914 FEATURES

Foot or Hand control.
Unobstructed exhaust passages in valve.
Three tones of the chime in one tube.
Solid malleable iron valve or steel bolt-on valve.
Prompt delivery.
$5.00 List.
Extra Large Size $6.00.

Barco Brass & Joint Co.
CHICAGO

Flexible Metal Hose or Tubing

For carbureter piping, motor exhaust pipe, gasoline hose, wire covering radiator connections, steam, etc. State for what purpose intended, pressure, inside diameter, length, etc.

FLEXIBLE SHAFT CASING, for protecting speedometer shafting and Flexible Electric Arms, placing electric light where needed. Mention inside size, length, and other details.

4 IN 1 TANK VALVE, an emergency tank, strainer, drain cock, sediment cup, and shut off in 1.

POSITIVE AND AUTOMATIC CARBURETERS for **ALL** classes of engines. Give the motor size, speed, connection plan, etc.

FUEL STRAINERS AND CHECK VALVES, from $1.00 up. State size wanted.

TIRE INFLATING HOSE, basket woven, steel-armored outside, rubber tubing inside. Guaranteed against 200 lbs.

MOTOR GAS LAMP CONNECTORS, with rubber tips; any style, finish and size.

Breeze Carbureter Co. - - Newark, N. J.

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LOUD—STRONG—SIMPLE

MOTORCYCLE ELECTRIC HORN

FIRST MADE—STILL BEST

Our No. 22 Samson Horn has solved the problem—thousands are in use and they have proven uniformly satisfactory.

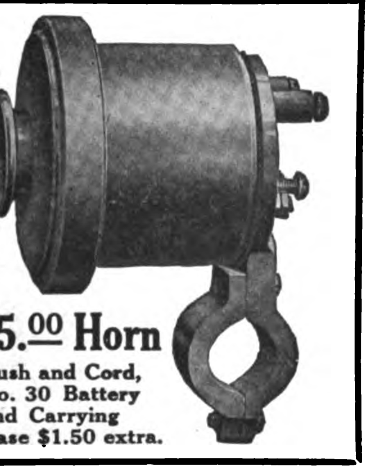
Our No. 30 Case and Special No. 3 long-lived battery recommended.

Two or three dry cells furnish enough current.

(This horn cannot be run off of magneto.)

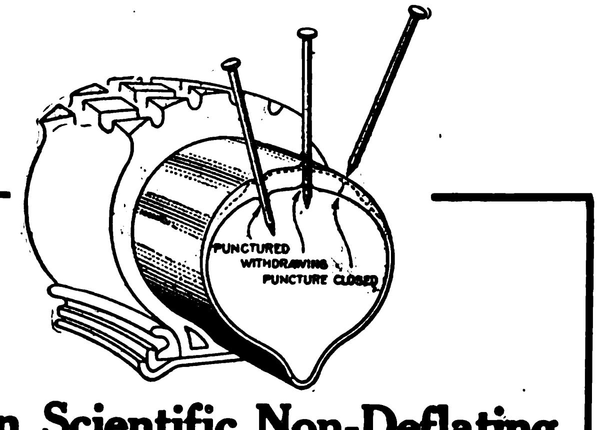
Liberal Discounts to Dealers.

AMERICAN ELECTRIC CO.
Makers
State and 64th Sts., CHICAGO, ILL.



$5.00 Horn

Push and Cord, No. 30 Battery and Carrying Case $1.50 extra.



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by re[illegible] of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

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Sole Manufacturers
Main Office and Works: 18 to 46 Bostwick Ave.
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GET READY FOR THE RIDING SEASON

Equip your old motorcycle with high-grade "second" tires. They are "second" in name only and cost ⅓ less than new tires.

28 x 3; 29 x 2¼ Studded U. S. Seconds, shoes—1913	$6.00
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Goodyear 28 x 3—2¼—2½ Tubes	1.50
U. S. Tubes, all sizes	1.50

BUY A NEW MACHINE

Pierce—5 H. P.—36 cu. in.—belt	$150.00
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Send for Our New Catalog---Now Ready

Motorcycle Manual free with all orders amounting to $5.00.

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HALCO "Q D"

Pat. Appl'd For

No bothersome buckles and straps on the

Halco "Q D" Putties

You can put them on and off in the dark, in a jiffy—and yet the "Q D" fastener holds securely.

The two sizes, Medium and Large, can be adjusted to fit any leg.

In Addition

to the beneficial convenience of the "Quick Detachable" feature in HALCO "Q D" PUTTIES, you get the finest selected leather, thus assuring of long wearing quality.

Write on your letterhead for catalog P. D. Q., and mention your dealer's name.

The Quickest Seller Ever Sold

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Everybody's Buying Them

THE HAGERSTOWN LEGGING CO., Hagerstown, Md.

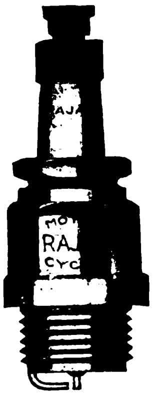
"Shocks and Bumps Don't Bother Me"

"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave.
Toledo, O.



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MOTORCYCLE PLUG

Highest grade imported Motorcycle Porcelain.

Simplest possible construction for cleaning and repairing. Only four parts: shell, bushing, porcelain and gasket.

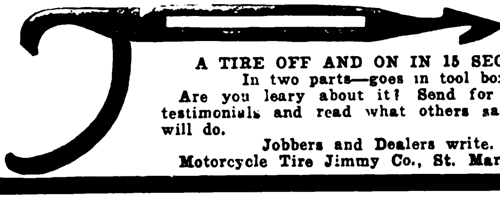
Three sizes—Metric, ½" and ⅞-18.

Thumb Nut Terminal with each Plug for convenient attachment to wires which have not Rajah or Indian Terminals.

Send postal for catalog and interesting testimonials. **Price, $1.25 Postpaid.**

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

THE MOTORCYCLE TIRE JIMMY



Price
$1.00
Sent
Postpaid

A TIRE OFF AND ON IN 15 SECONDS.
In two parts—goes in tool box.

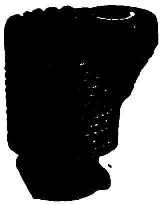
Are you leary about it? Send for booklet of testimonials and read what others say. A card will do.

Jobbers and Dealers write.
Motorcycle Tire Jimmy Co., St. Marys, Ohio.

Are You Alive

To an opportunity of saving time and money in buying motorcycle or bicycle accessories? **IF YOU ARE** order from the "live-wire-house." Send for **Monthly Bargain List.**

The Haverford Cycle Co., 827 Arch St., Philadelphia, Pa.



CYLINDERS
Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO., Racine, WIS.

TEMPTING MOTORCYCLE BARGAINS

You will find in our large, high grade assortment of slightly used motorcycles, probably just the Motorcycle you want at just the price you want to pay.

Send us a postal for Complete Bargain List and Prices.

GREEN'S PURCHASING AGENCY
Dept. M. I., 62nd St. and Central Park West New York City

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 23, Station N.
New York City

Mosler Spit Fire Plugs
ARE THE BEST
A R MOSLER & CO
P O BOX "M"
Mt VERNON N Y

Ford Owners
Use
MOSLER
SUPERIOR
PLUGS

PATENTS!

WHY NOT PATENT THAT INVENTION?
IT MAY MAKE YOUR FORTUNE?

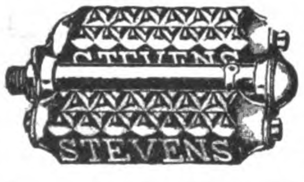
My expert, confidential and personal service insures protection. Booklet and advice Free. Terms reasonable. Write me before you apply for a patent.

LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W.,
Washington, D. C.

**All
Sizes
and
Styles
$1**

Red Head
SPARK PLUG

**Emil
Grossman Mfg.
Co., Inc.**
Bush Terminal,
Building 20,
Brooklyn (N. Y
City), U. S. A.
944 Woodward
Ave., Detroit,
Mich.



STEVENS'
Celebrated Motorcycle Pedals
AND
BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World
STEVENS & CO., 375 BROADWAY
New York

Jericho Motorcycle Horn

Price complete, $4.50

Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or
THE RANDALL FAICHNEY CO., Mfgrs. - - Boston, Mass.

FEDERAL MOTORCYCLE TIRES
"EXTRA SERVICE"
Federal Rubber Manufacturing Co. - Milwaukee

THE MOTORCYCLE MANUAL

MOTORCYCLE MOTOR PARTS

TOURING

DIRECTORY OF THE MOTORCYCLE TRADE

CHAPTER II—THE VALVES

THE STROKES OF A FOUR-CYCLE MOTOR, SHOWING THE RELATIVE POSITIONS OF PISTON, VALVES, CAMS, CONNECTING ROD, ETC.

AN ENCYCLOPAEDIA OF MOTORCYCLE TERMS AND TROUBLE REMEDIES

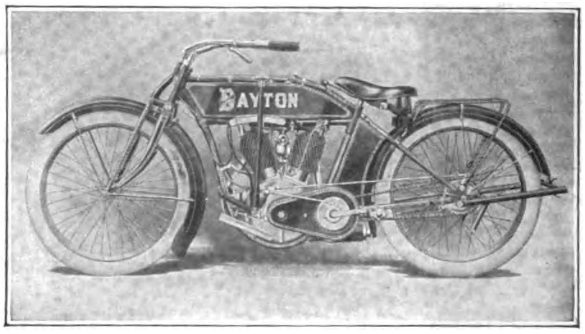
The Motorcycle Manual and Trade Directory

An authoritative text-book covering the construction, operation, care and repair of motorcycles; embodying the only motorcycle encyclopædia published; a directory of the motorcycle trade; all the latest racing records, and other interesting features. Sent postpaid for 25 cents.

MOTORCYCLE MANUAL
51 Chambers St. New York

DAYTON TWO SPEED

This type of the Dayton adds to the already proven **pleasure, ease of riding,** and **safety,** which has been so true of all Dayton motorcycles. The ability of this model to meet all riding conditions smoothly, gracefully, and without effort makes it the ideal motorcycle for you to own and ride.



A comparison of all two-speeds—

only proves the superiority of the Dayton. Take into consideration every mechanical feature, the frame, the fork, the brake, the motor, everything that will play such an important part in producing "service" in your machine. After such an examination and comparison you will find the Dayton in an exclusive leading position. Dayton engineers and builders have taken good care of this feature. They welcome your comparison of any model of the Dayton with the same model of any other motorcycle made.

In fact, the Dayton offers you features that you cannot possibly buy in any other motorcycle.

Features found only in the Dayton

① **Dayton Rocker Spring Fork**

② **Dayton Spring Seat Post**

③ **Davis Band Brake**

④ **Dayton Combination Gasoline and Oil Tank**

A fair comparison of the price of the Dayton and the price of other motorcycles hinges on the important consideration of "power" and "service." The most economic investment you can possibly make in a motorcycle may mean a larger initial outlay of money. The big red husky Dayton compares more than favorably in price with many motorcycles that cost less at first.

DAYTON 1914 PRICES

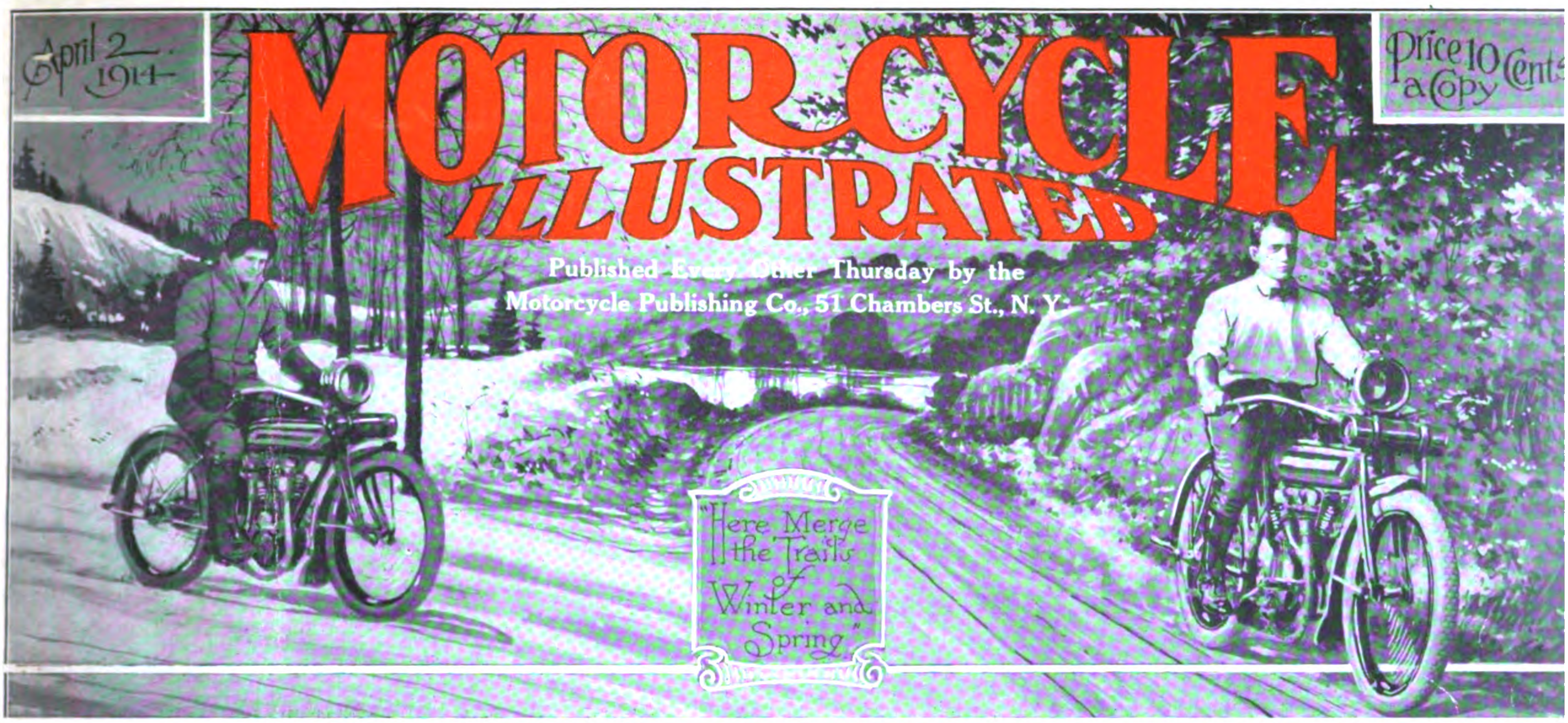
7 H. P., Single Speed	$265
9 H. P., Single Speed	$275
7 H. P., Two Speed	$290
9 H. P., Two Speed	$300

Dealers- *Dayton territory is going fast. Your wire or special delivery today will put you in touch with the Dayton Proposition completely.*

DAVIS SEWING MACHINE COMPANY

Department B **Dayton, Ohio**

Established 51 Years Ago.



April 2 1914

MOTORCYCLE ILLUSTRATED

Price 10 Cents a Copy

Published Every Other Thursday by the
Motorcycle Publishing Co., 51 Chambers St., N. Y.

"Here Merge the Trails of Winter and Spring"

FIRST APRIL NUMBER

Just as the 1914 Indian establishes a new standard of motorcycle values, so does the 1914 Service Organization with its Over-Night Service achieve a new basis for all service efforts.

"Indian Motocycle"
Hendee Manufacturing Co
Springfield Mass U.S.A.

Indian Motocycle

Over Night Service

This year the Indian has opened 4 new branches which, taken in conjunction with 2700 Indian stores and the 6 original Indian branches, make possible what may be truly designated as OVER-NIGHT SERVICE.

By the enlargement of our Service Plan practically every rider and dealer can get in touch with a Main Service Station within 24 hours.

Indian Main Service Stations are actually factory extensions. They have parts instantly ready—quickly make repairs—alertly and efficiently attend to all wants.

Wherever you tour on an Indian there is a Service Station within convenient reach.

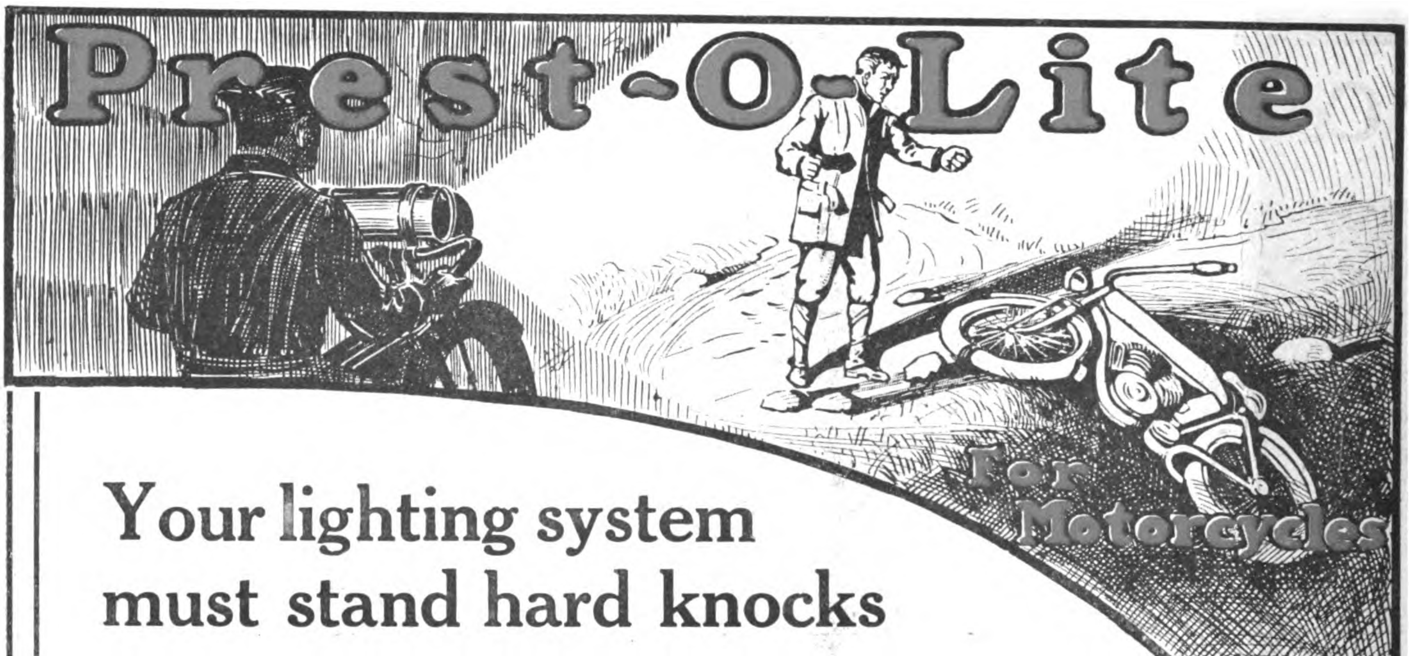
1914 Indian Catalog Now Ready

Hendee Manufacturing Company, Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago, 1251 Michigan Ave.
San Francisco, 234 Van Ness Ave.
Dallas, 2208 Commerce St.
Atlanta, 457 Peachtree St.
Kansas City, 1930 Grand Ave.
Denver, 138 Sixteenth St.
Minneapolis, 501 Sixth St., So.
Melbourne, Australia, 109 Russell St.
Toronto, Can., 12-14 Mercer St.
London, England, 366 Euston Road, N. W.



Your lighting system must stand hard knocks

Your lighting system must be sturdy enough to stand the same rough treatment that your motorcycle gets. Otherwise your light is apt to fail at the very moment when you need it most. Vibration, jolts, spills—these things are bound to occur. Prest-O-Lite stands it all.

Electric light stands very little of it. Vibration alone will soon shake the life out of a toy storage battery—one good spill will finish it.

Take any storage battery, hold it three feet from the floor, let it drop and see what happens to it. If the dealer won't risk such a test on a battery, why should you risk it, and your safety as well?

What would happen if a connection went wrong and your light failed suddenly, blinding you for a few moments, on a dangerous bit of road?

Prest-O-Lite does not fail suddenly.

Considering its freedom from troubles and lack of care and attention, Prest-O-Lite is the **most convenient** system you can use.

Its light costs only 1/3 to 1/5 as much as electric light, and usually costs no more than the operation of a carbide generator.

To the Dealer

If you want to sell the lighting equipment that doesn't eat up your profits in "free service"—that doesn't cause kicks from your customers—that saves money for your customer and makes money for you at the same time—sell Prest-O-Lite.

Every time your competitor tries to force electric light on a motorcycle rider—whether he succeeds or not—it's a boost for you, if you sell Prest-O-Lite. Riders have been quick to realize that Prest-O-Lite is the only practical system.

You can easily sell a Prest-O-Lite every time you sell a motorcycle, and sell more motorcycles because you are selling Prest-O-Lite.

If your competitor is offering a combination of electric equipment, all you have to do is to get up your own combination including Prest-O-Lite.

Important!

Before you buy any system, you owe it to yourself to know all about ALL systems. Get all the facts—then decide. The quickest and easiest way to get all the facts is to use the coupon. Do it now.

The Prest-O-Lite Co., Inc.
246 Speedway Indianapolis, Ind.
(Contributor to Lincoln Highway)
Exchange Agencies Everywhere

30 Days' Free Trial

You can prove every one of our claims about Prest-O-Lite by taking advantage of our 30-Day free trial offer.

Ask the maker of any other system to let you try his light for 30 days

He will doubtless prefer to have you pay for the system and then throw it away if you don't like it. Don't do it.

If you are offered a combination of equipment, including some other light, demand Prest-O-Lite instead. You'll get it, if you insist.

Use the coupon today

The Prest-O-Lite Co., Inc.,
246 Speedway, Indianapolis, Ind.

Please send facts on all lighting systems to—

....

....

....

"Corbin Control Means Safety Assured"

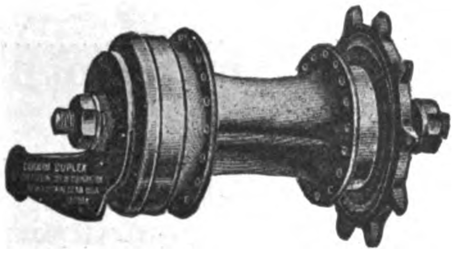
On unfamiliar roads as well as traffic ridden streets—at times where instant and imperative demand is made upon the brake—the

CORBIN

Duplex Brake

is universally preferred.

Bicyclists for years have placed absolute confidence in these coaster brakes. They have found them dependable under every condition; free pedal action—feet at rest while coasting; instant control; instant release. A convenience and a safeguard.



Write for new
1914 Catalog

THE CORBIN-SCREW CORPORATION

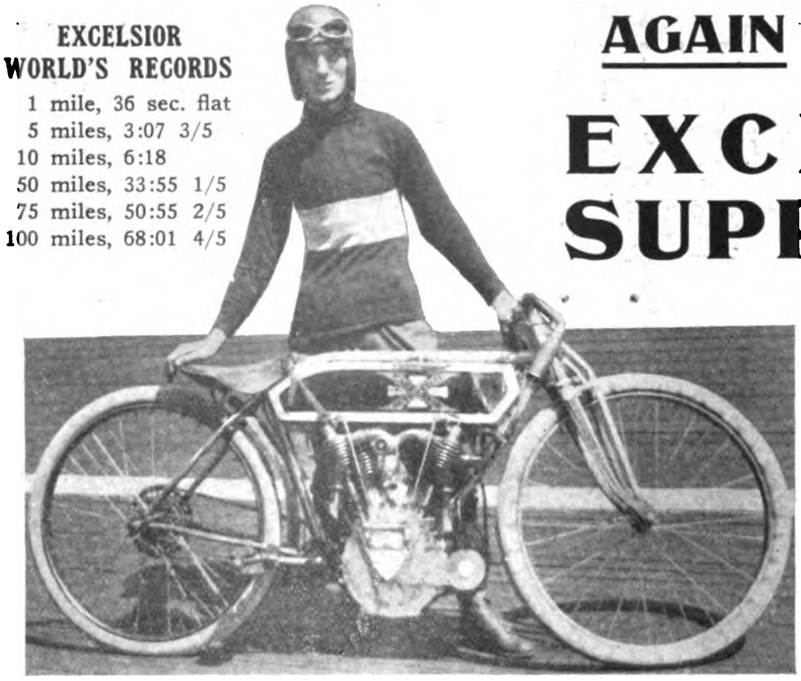
THE AMERICAN HARDWARE CORPORATION, Successors
NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

MAKING GOOD

EXCELSIOR WORLD'S RECORDS

1 mile,	36 sec. flat
5 miles,	3:07 3/5
10 miles,	6:18
50 miles,	33:55 1/5
75 miles,	50:55 2/5
100 miles,	68:01 4/5



AGAIN the Oft Repeated Story of

EXCELSIOR SUPREMACY

Four World's Dirt Track records broken in one day by GLEN STOKES

AT BAKERSFIELD, CAL. MARCH 16

Excelsior Autocycle Winning Every Open Event

10 MILE FREE-FOR-ALL

Glen Stokes, EXCELSIOR................First Don Johns, EXCELSIOR................Second

Time, 8 min., 6 3/5 sec. WORLD'S RECORD

In this race Stokes made the first mile in 46 4-5 seconds and the first

Five Miles in 3 Minutes, 48 Seconds

Undoubtedly the WORLD'S RECORD for an intermediate distance

25 MILES, FREE-FOR-ALL, 10 STARTERS, EXCELSIORS WINNING 1, 2, 3

Stokes, EXCELSIOR.....First Johns, EXCELSIOR....Second Bennett, EXCELSIOR...Third

Time, 21 min., 15 sec. WORLD'S RECORD

ONE HOUR RACE

Glen Stokes, EXCELSIOR, Stripped Stock.. First

Distance in one hour, 69.5 miles. WORLD'S RECORD

ONE MILE, TIME TRIAL

Glen Stokes, EXCELSIOR.. First

Time, 46 2/5 seconds. WORLD'S RECORD

NOTE THE STEADY, CONSISTENT WINNING, AGAIN PROVING THE

Excelsior Quality That Always Makes Good

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Streets, Chicago

One Firm—One Service—One Guarantee
Back of Every Johns-Manville
Motorcycle Accessory

JOHNS-MANVILLE SERVICE

COVERS THE CONTINENT

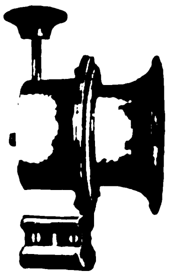
THE H. W. Johns-Manville Company are the first to offer to users of motorcycle accessories the protection afforded by a standardized Service and Guarantee on accessories of standardized Quality.

The purchaser of any Johns-Manville Accessory is protected by the reputation and financial stability of the H. W. Johns-Manville Company, whose liberal guarantee is standard on every article sold over its name.

He is further protected by the Service which this company renders through its wide distribution of direct representatives and its Branch Houses in every important city of North America.

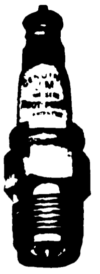
He is still further protected in buying accessories that have received the authoritative endorsement of the H. W. Johns-Manville Company as products of proven excellence.

Complete Johns-Manville equipment is the strongest possible guarantee of complete satisfaction.



Long Horn

Positively cannot fail. Offers absolute reliability plus certain economy. Utilizes no batteries or wires—operated instead by hand or elbow. Produces powerful warning, dominant above all traffic noises, with volume of sound under operator's complete control. Handsome in appearance and built to last. First cost its only cost—price, $10.



J-M (Mezger) Soot-Proof Spark Plug

Eliminates short-circuits—cleans itself. Insures the maximum spark for ignition. The porcelain petticoat, becoming intensely hot, burns off all deposits of carbon. Absolutely guaranteed not to leak.

Jones Speedometer

Centrifugal type, controlled by centrifugal force which is as absolute as the law of gravity. Insures accuracy of readings in all temperatures. Large clock face dial with widely spaced figures make it easy to read. Odometer registers both forward and backward travel. Fitted with instantaneous trip reset. Price, $12.

J-M Mobilite Motorcycle Outfit

J-M Mobilite Motorcycle equipment consists of the Style B headlight, illustrated, and Style No. 2 tail light with red glass ready to bolt onto tool box.

The two 1/5 ampere bulbs employed operate on 6 dry cells or a 6-volt storage battery and give an exceedingly brilliant light. So powerful is the headlight that a newspaper can be read in its rays at a distance of 150 feet.

Write nearest Branch for booklets.

H·W·JOHNS-MANVILLE CO·

Akron
Albany
Atlanta
Baltimore
Birmingham
Boston
Bupffalo
Charlotte
Chicago
Cincinnati
Cleveland
Columbus
Dallas
Dayton
Denver
Detroit
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Houghton
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Indianapolis
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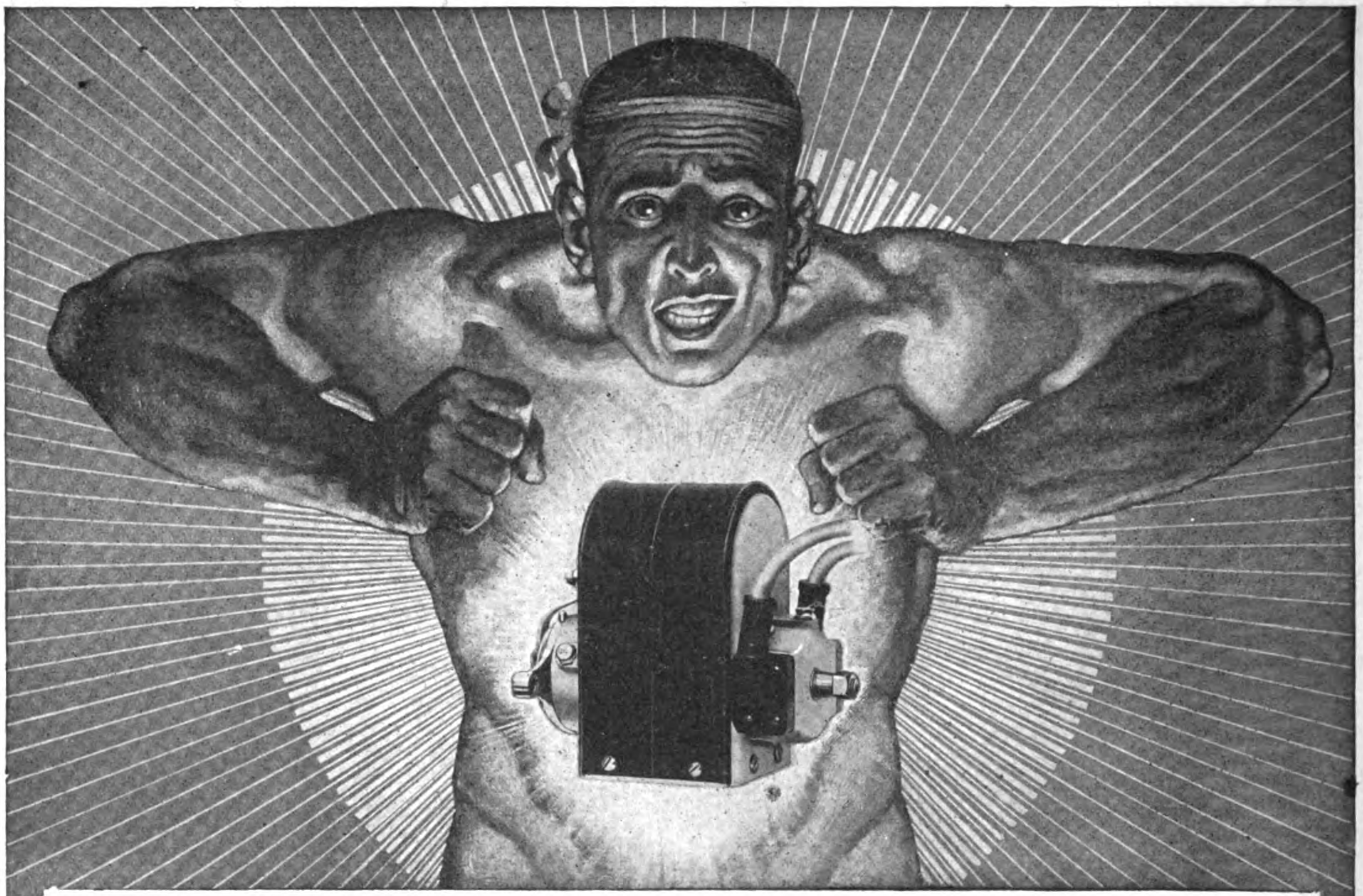
Los Angeles
Louisville
Memphis
Milwaukee
Minneapolis
Newark, N. J.
New Orleans
New York
Omaha
Philadelphia
Pittsburgh
Portland, Ore.
Rochester
St. Louis
St. Paul
Salt Lake City
San Francisco
Seattle
Syracuse
Toledo
Washington
Wilkes-Barre
Youngstown

THE CANADIAN H. W. JOHNS-MANVILLE COMPANY, Ltd., Toronto, Montreal, Winnipeg, Vancouver.



There May Be Others, But

if you want to be strictly up-to-date on your 1914 equipment a SPLITDORF MAGNETO is **IT**.

Make no mistake about this. The leaders in the motorcycling industry have decided upon SPLITDORF EQUIPMENT while every manufacturer will give you a SPLITDORF MAGNETO on your 1914 model if you INSIST, no matter what the regular equipment may be.

And if you want the BEST MAGNETO—the magneto that'll give you

the hottest, fattest spark,
the quickest pick-up,
the lightning get-away,

then specify a SPLITDORF and enjoy magneto ignition at its best.

SPLITDORF ELECTRICAL COMPANY

ATLANTA.....10-12 E. Harris St.
BOSTON.......180-182 Mass. Ave.
CHICAGO.......64-72 E. 14th St.
CINCINNATI........811 Race St.
DALLAS.........402 S. Ervay St.
DETROIT.....972 Woodward Ave.
KANSAS CITY...1823 Grand Ave.
LOS ANGELES..1226 S. Olive St.
NEWARK..........290 Halsey St.
NEW YORK....18-20 W. 63rd St.
PHILADELPHIA.210-12 N. 13th St.
SAN FRANCISCO..1028 Geary St.
SEATTLE..........1628 Broadway
TORONTO..........469 Yonge St.
LONDON BUENOS AIRES

Factory: NEWARK, NEW JERSEY

CHICAGO

SOUTH PARK

POLICE

NOW USE

THOR MOTORCYCLES

Thor Quality---Speed and Reliability

For Commercial and Pleasure Purposes
Thor Quality Always Asserts Itself

AURORA AUTOMATIC MACHINERY COMPANY

General Office:
THOR BLDG., 1307 MICHIGAN AVENUE, CHICAGO

General Sales Office and Works:
361 WEST SUPERIOR STREET, CHICAGO

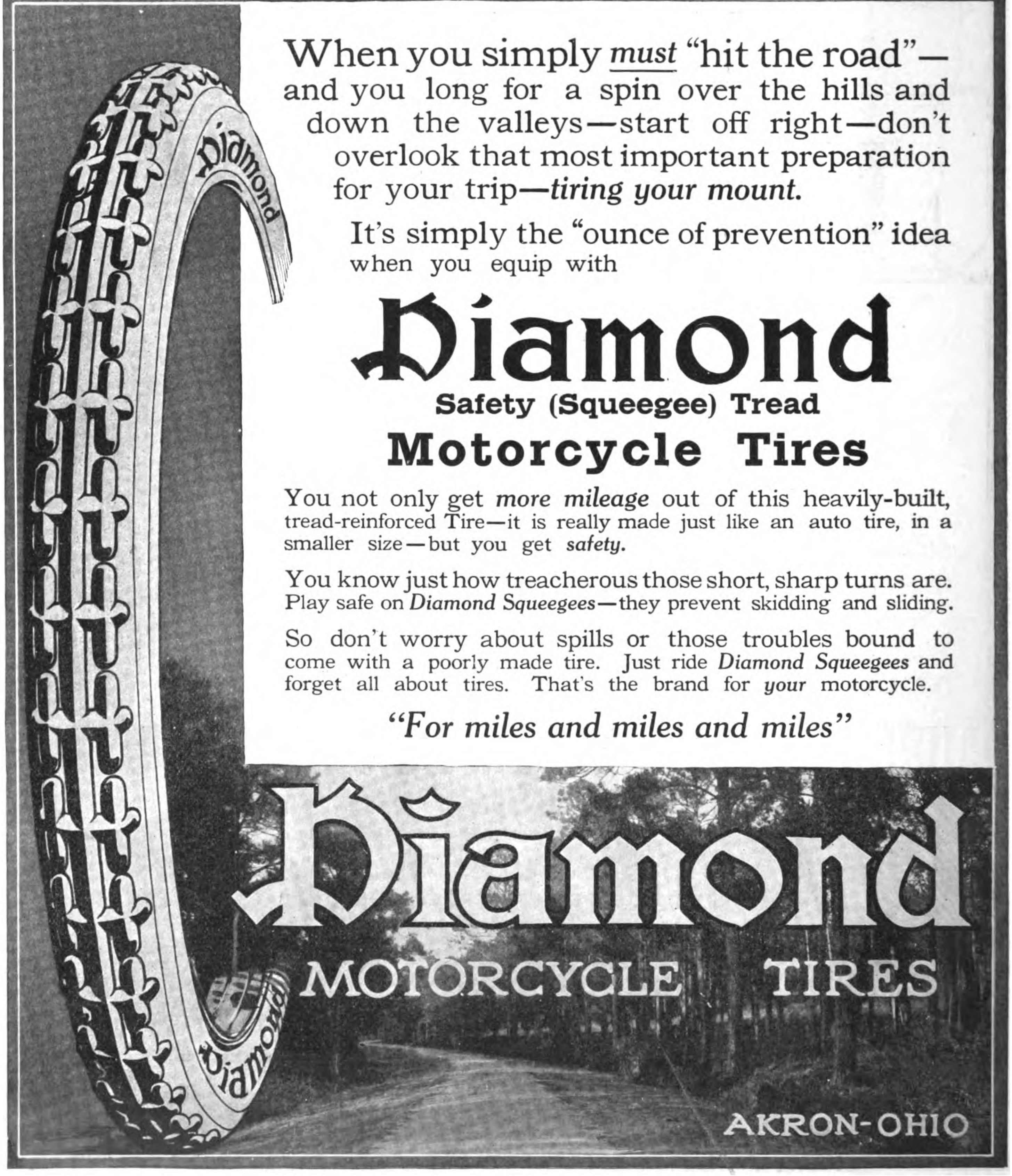
Now Sold at Popular Prices

Thor

Now Sold at Popular Prices

The Quality Motorcycle of the World

When You Get The "Wanderlust"



When you simply *must* "hit the road"—and you long for a spin over the hills and down the valleys—start off right—don't overlook that most important preparation for your trip—***tiring your mount.***

It's simply the "ounce of prevention" idea when you equip with

Diamond

Safety (Squeegee) Tread

Motorcycle Tires

You not only get ***more mileage*** out of this heavily-built, tread-reinforced Tire—it is really made just like an auto tire, in a smaller size—but you get *safety.*

You know just how treacherous those short, sharp turns are. Play safe on *Diamond Squeegees*—they prevent skidding and sliding.

So don't worry about spills or those troubles bound to come with a poorly made tire. Just ride *Diamond Squeegees* and forget all about tires. That's the brand for *your* motorcycle.

"For miles and miles and miles"

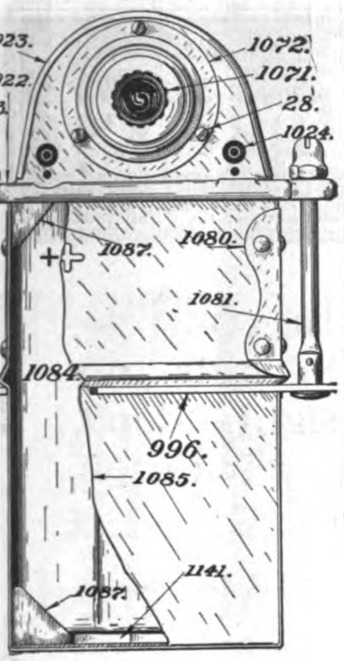
Diamond

MOTORCYCLE TIRES

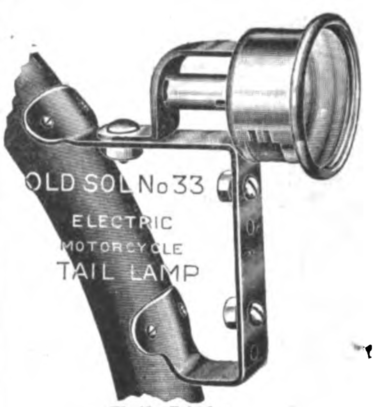
AKRON-OHIO

OLD SOL

The Electric Lighting System


1023.
1022.
1083.
1072.
1071.
28.
1024.
1087.
1080.
1081.
1084.
996.
1085.
1141.
1087.

Battery

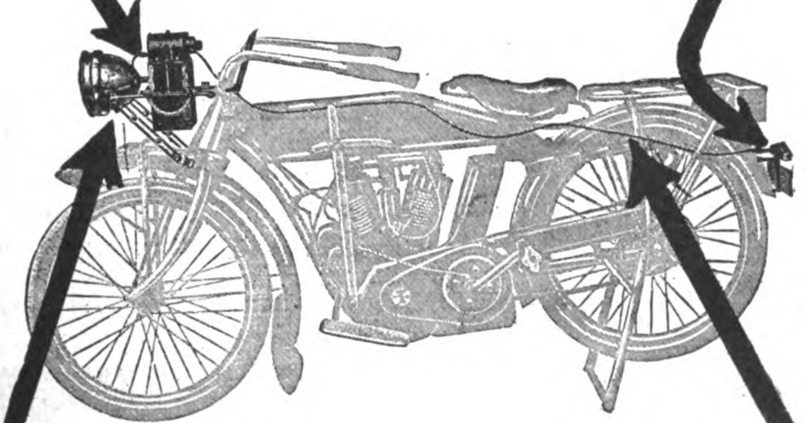

OLD SOL No 33
ELECTRIC
MOTORCYCLE
TAIL LAMP

Tail Light

We are prepared to deliver promptly all orders for the "OLD SOL" Electric Lighting System.

This despite an avalanche of orders that would have swamped one less prepared than we for the tremendous demand that we knew would be the inevitable result of the marketing of a really efficient and reliable Electric Lighting System backed by the OLD SOL reputation.

50 Hours Lighting Service Pilot and Tail Lights in Combination



25 Hours Lighting Service Search and Tail Lights in Combination

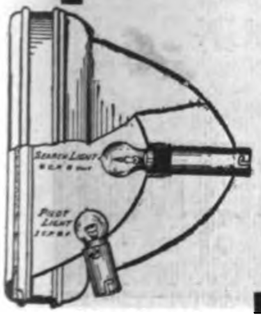
"OLD SOL" products have *always* been too good to escape imitation. But none can copy the actual design, method of construction or materials embodied in the "OLD SOL" Electric System. It has been patented at every conceivable point. This has been done as much for the protection of the buyer as our own.

And with a confidence that always accompanies work well done, we recommend the "OLD SOL" double service Electric Lighting System to every rider's and dealer's consideration.

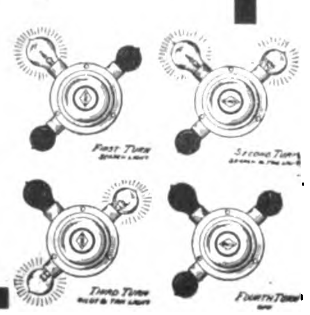
Further details upon request. Ask for chart 2037 and 2039.

Hawthorne Mfg. Co.

Bridgeport, Conn.


Search Light
Pilot Light

Headlight


First Turn
Second Turn
Third Turn
Fourth Turn

Switches

POLICE!

On March 23d we received the following orders from the Police Departments of the City of Detroit and the City of Cincinnati:

Twenty-four regular model HENDERSONS for the Detroit Police Department to replace twenty-two machines of other makes, also—

Four regular model HENDERSONS for the Cincinnati Park Board to be used for police duty.

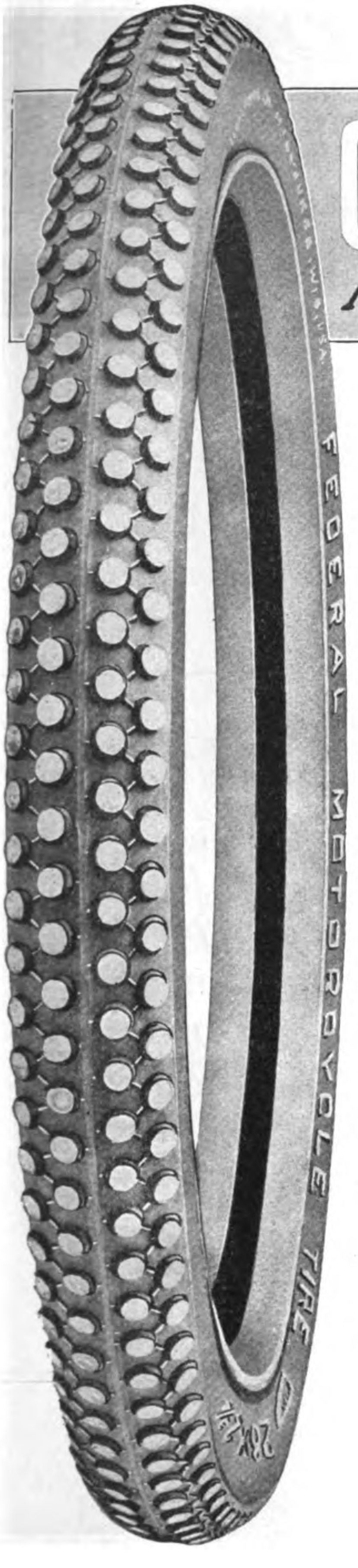
THE BEST IS THE CHEAPEST IN THE LONG RUN

"Write for the Henderson Letter"

Henderson Motorcycle Co., Detroit, Mich.

Factory Branches

Chicago: No. 2007 S. Michigan Ave. San Francisco: No. 1592 Market St.



FEDERAL

Motorcycle Tires

Built for Today's Motorcycle From the Experience of Many Yesterdays

TO produce today's *Extra Service* motorcycle tires something more than the mere bringing together of so much fabric and rubber is needed—just as you need more than bare statements of immense factories and unlimited facilities to convince you that a tire is up to our *Extra Service* standard.

Federal Motorcycle Tires Are Extra Service Tires

not only because Federal Factories have every modern equipment and every facility for the production of good tires, but because, added to up-to-the-minute factories, we have the knowledge gained by experience that goes back to the first motorcycle tires built in America of how motorcycle tires should be built to meet the certain definite requirements of *today's* motorcycle. We know that tread, carcass and inner tube must all stand their part of the strain.

We know that a tire carcass made of ordinary fabric is not up to present-day standards and so

We use a Specially Selected Motorcycle Fabric

every yard of which must pass the most rigid inspection before it is accepted and sent into our mills to be impregnated with a special motorcycle friction gum—the kind of friction gum that has made it possible for Federal riders to go through grueling contests of speed and distance and to finish with "tires good for another run." From this specially selected and specially treated fabric the carcass in all *Federal* motorcycle tires is built up ply by ply by skilled workmen under the constant scrutiny of expert inspectors. **Four plies of this special fabric specially treated and frictioned** are built into all 2¾-in. and 3-in. *Federal* tires.

We know that this carcass must be protected and it *is* protected by a motorcycle cover stock of specially prepared rubber compounded in our laboratories with all of the chemists' precision to meet motorcycle needs. No carelessness. No good enough. Every detail of tire construction through the mills, through the builders' hands to the built-up tire ready for the mold is given the most careful attention. Once in the mold the tire carcass and tread are compressed in a great hydraulic press while cured into one homogeneous unit—the finished tire of *extra service*.

We know that the motorcyclist, because of the ability of his machine to make quick, sharp turns wants a tire that will permit him to make these turns whether running fast or slowly. Look at the illustration which show the Federal Studded Tread tire—not the ordinary studded tread, but a non-skid tread of definite design.

Made with Four Rows of Studs

great, big, tough studs with the outside row extending well down the side of the casing to protect the rider on the turn as well as on the straightaway. On no other motorcycle tire is this protection afforded.

Riders have quickly recognized the superior quality of *Federal* motorcycle tires and we have been obliged repeatedly to multiply our production. We are still adding to our equipment.

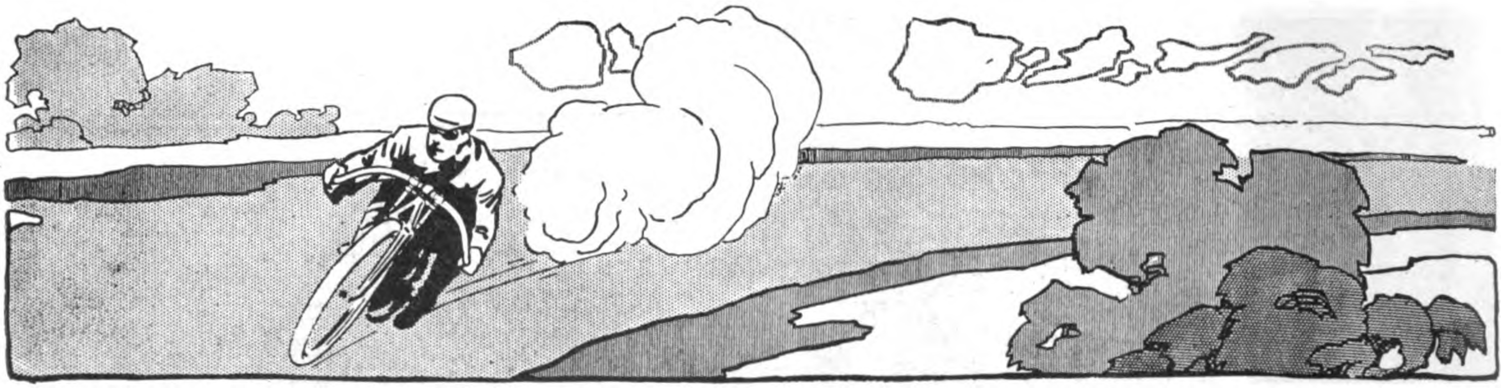
Leading manufacturers, knowing the excellence of our tires, have appreciated the demand of the rider and *Federal* tires are furnished as equipment on the following motorcycles.

- Dayton (Davis Sewing Machine Co.)
- De Luxe (Excelsior Cycle Co.)
- Excelsior (Excelsior Motor Mfg. & Supply Co.)
- Harley-Davidson (Harley-Davidson Motor Co.)
- Henderson (Henderson M. C. Co.)
- Merkel (Miami Cycle & Mfg. Co.)
- Pirate (Milwaukee Motorcycle Co.)
- Pope (Pope Mfg. Co.)
- Reading-Standard (Reading-Standard Co.)
- Thor (Aurora Automatic Machinery Co.)
- Yale (Consolidated Mfg. Co.)

FEDERAL RUBBER MANUFACTURING COMPANY
MILWAUKEE, WISCONSIN

Branches, service stations and distributors
in all principal cities. Dealers everywhere.

FEDERAL THE STERLING MARK ON RUBBER **EXTRA SERVICE** FEDERAL THE STERLING MARK ON RUBBER



BULLETIN

We have just received word of the wonderful victory of regular 1914 stock Flying Merkel Motorcycles in the two biggest races of the year in South America.

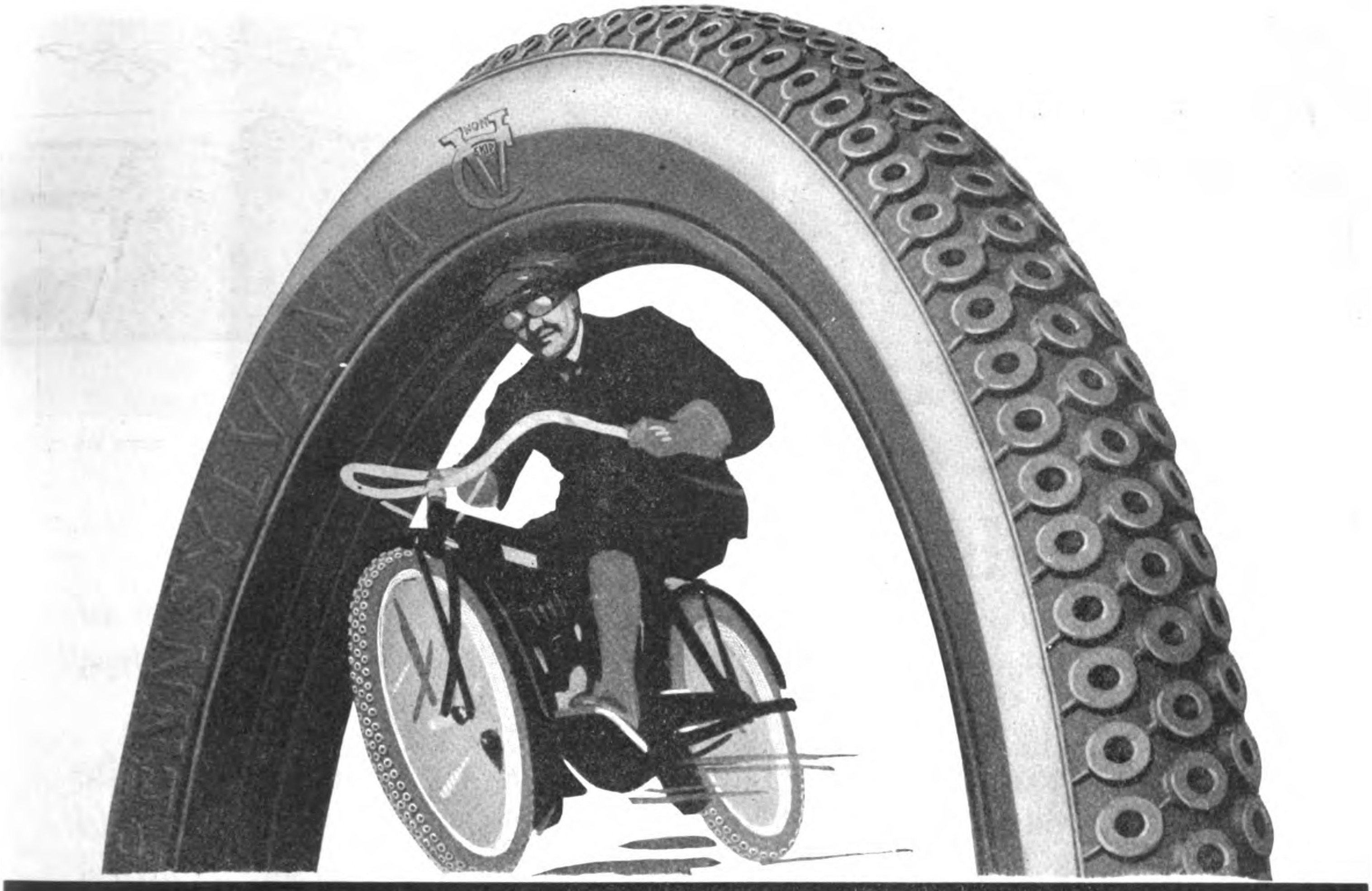
In the annual Criterium Motociclista, organized by the Automobile Club of Argentina, distance 450 kilometers, held between Buenos Aires and Rosario, Sr. Raul Riganti, riding a chain drive 7 h. p. Flying Merkel scored a brilliant triumph. He covered the rough course in 7 hours 48 minutes, breaking the former record by 2 hours 11 minutes. He did not have the slightest mechanical trouble from start to finish, and won the race by 12 minutes, defeating the best American and European machines.

ONCE MORE: In the annual National race of Paraguay, known as the Asuncion-Villa Rica race, Sr. A. Munoz, on a regular stock 7 h. p. Flying Merkel, won the race (distance 348 kil.) easily, defeating the best riders in South America, a number of them being mounted on machines of higher horsepower. As we always have said:

"If it passes you, it's a Flying Merkel."

THE MIAMI CYCLE & MFG. CO.

460 Hanover St. Middletown, Ohio



If you have not yet used them, it remains for these tires to show you the far greater safety and service you can enjoy—

PENNSYLVANIA Oilproof VACUUM CUP TIRES
FOR MOTORCYCLES

It means extra-great mileage for one thing. V. C. Motorcycle Casings are guaranteed for 5000 miles, but their tread toughness and the added durability of the thick suction cups cause them to average in excess of twice this figure under normal usage conditions.

It means constant and effective anti-skid safety. The powerful, elastic grip of the triple rows of suction cups provides perfect traction on the slipperiest asphalt, and on muddy roads.

It means freedom from oil rot and the effects of grease, wherever encountered. V. C. Casings are oilproof through and through—you can safely ride them right behind the oil sprinkler.

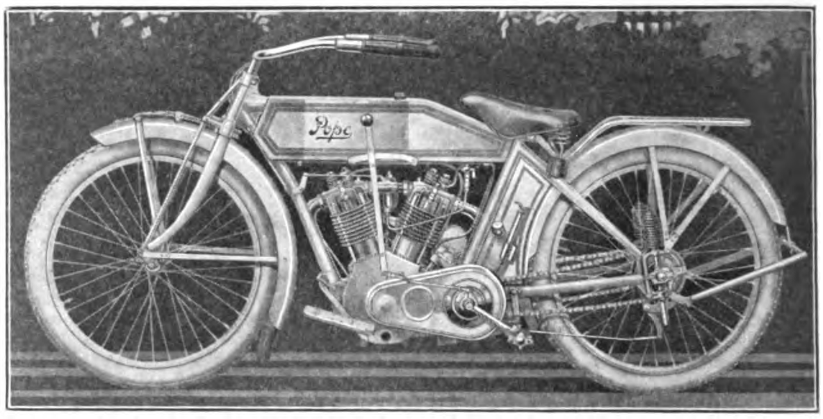
These outstanding V. C. qualities have been so often and so completely demonstrated by actual service, and have been so widely established as real, and not theoretical, that the most insistent tire demand today is for Vacuum Cup Oilproof Casings.

Pennsylvania Rubber Company - Jeannette, Pa.

New York
Chicago
Cleveland
Boston
Pittsburgh
San Francisco
Los Angeles
Detroit
St. Paul
Minneapolis
Omaha
Kansas City, Mo.
Seattle
Dallas
Atlanta

An Independent Company with an independent selling policy

Speed Which Amazed the Spectators Was Attained On Model L-14



L-14 THE MODEL WHICH SMASHED WORLD'S RECORDS. PRICE $250.00.

A Mile In 51 Seconds!!

On a STOCK Pope Model L-14 (61 Cubic inches piston displacement), uncrated only 10 days before its winning.

The same machine covered 67 miles 1500 yards in 60 minutes, showing the world that Pope Motorcycles are built to excel, and that the Pope Overhead Valve Motor produces the fastest stock machine.

Pope Motorcycles take stock machine honors at the big Bakersfield, Cal., races. It was a Pope day.

Any of our machines may produce the same results.

They are all tested on the road to insure even qualities; **not one escapes.**

Buy Your Pope Motorcycle Now, Don't Wait.

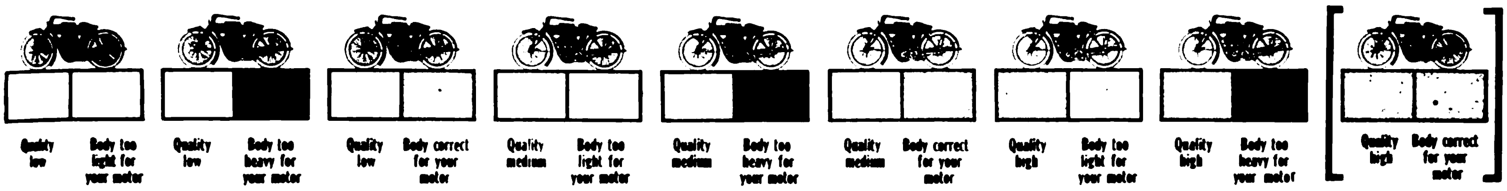
Five Models . . . $150.00 to $285.00

THE POPE MANUFACTURING COMPANY

11 Cycle Street **WESTFIELD, MASS., U. S. A.**

POPE MOTORCYCLE DISTRIBUTORS.

Northwest: F. P. Keenan Co., Portland, Ore. Northern Cal. and Nevada: Kimball Upson Co., Sacramento. So. Calif. and Arizona: G. L. Smith, Los Angeles. Colorado: Pettee Cycle Co., Denver. So. Dak., Northwestern Iowa, So. Western Minn.: Van Brunt-Bleeg Co., Sioux Falls. WHOLESALE: KANSAS—Ellis Bicycle Co., Wichita; Johnson & Mularky, Beloit; A. Hood & Sons Imp. Co., Pittsburgh. KENTUCKY—Jos. Candioto, Lexington. MISSOURI—W. Bell, Kansas City. MONTANA—Behrendt Brothers, Billings. DISTRICT OF COLUMBIA—T. N. Mudd, Jr., Washington. FLORIDA—Dilts & Jelliffe, Miami. MARYLAND—Fred Tiemeyer Motor & Supply Co., Baltimore. GEORGIA—L. S. Crane, Atlanta. MASSACHUSETTS—New England Manufacturing Co., Boston; Lynn Sporting Goods Co., Lynn; C. F. Wing Co., New Bedford. NEW JERSEY—Charles Krebs, Newark; Howard Cycle Co., Trenton. NEW YORK—George Uniss, Brooklyn; Poppenburg Motorcycle House, Buffalo; Amos Shirley, 935 Eighth Ave., New York; Maecherlein, Bloss Co., Rochester; Doubleday-Knowland Co., Syracuse. OHIO—Cincinnati Motorcycle Co., Cincinnati; F. E. Reibold, Dayton; Mansfield Motorcycle Garage, Mansfield; Hemm Brothers, Piqua; Mahoning Cycle Co., Youngstown. PENNSYLVANIA—Auto Motorcycle Co., Philadelphia; W. W. Bennett Motor Car Co., Pittsburgh; James Mayo, Reading. INDIANA—Koch Outfitting Co., Evansville; Merz Motor Co., Indianapolis. ILLINOIS—Whipple, The Motorcycle Man, Chicago; Central Vulcanizing Co., Peoria. TEXAS—W. C. Stripling, Fort Worth. IOWA—F. R. Whitney, Cedar Rapids. NEBRASKA—Diers Cyclery, Omaha. MINNESOTA—St. Paul Cycle Exchange, St. Paul. MICHIGAN—Leo H. Slipson, Detroit. UTAH—Western Arms & Sporting Goods Co., Salt Lake City. WISCONSIN—John Kuenzli, Milwaukee. NEW YORK—White Plains and vicinity: Ford Motorcycle & Auto Supply Co.


Quality low
Body too light for your motor
Quality low
Body too heavy for your motor
Quality low
Body correct for your motor
Quality medium
Body too light for your motor
Quality medium
Body too heavy for your motor
Quality medium
Body correct for your motor
Quality high
Body too light for your motor
Quality high
Body too heavy for your motor
Quality high
Body correct for your motor

Only 1 oil in 9 is correct for *your* motorcycle

That is conservative.

There are two vital factors in motorcycle engine lubrication. One is the oil's *quality*. The other is the fitness of the oil's *body* for your type of motor.

There are many variations in the *body* of oils.

Only one is correct for *your* motor.

There are also many variations in *quality*. But, under the heat of service in your motor, only one *quality* will show maximum lubricating efficiency.

What if your oil is below the highest *quality* or incorrect in *body?*

Loss of power or undue friction, or both must result. Repair bills follow.

Consumption of gasoline and oil mounts up.

Two motor demands

You may "want" correct lubrication. But you will seldom get it by chance.

It is of the utmost importance that you find the oil whose *body* suits your motor and whose *quality* offers the highest protection after the oil has been distributed.

It is now generally known that oil of correct body for your motorcycle can be determined only by detailed motor analysis—backed by scientific lubricating experience.

The solution

As a fundamental step in producing the oils specified in the Chart below we analyzed the motors of every make of motorcycle We found varying conditions.

Correct lubrication for every type of motor demanded several grades of oil.

Keeping before us the special requirements of gasoline engine lubrication, we manufactured these grades from selected crude stocks.

In our Lubricating Chart we then specified the correct grade of Gargoyle Mobiloil for each motorcycle. Every year by fresh analyses and demonstration, this Chart is brought up to date to cover the models for that year.

This Chart, printed below, for a number of years has been a standard guide to correct lubrication.

Make a note of the grade of Gargoyle Mobiloil specified for your motorcycle. Make sure that you secure it—buying preferably in the original sealed five-gallon or one-gallon cans, marked with the red Gargoyle.

Then there can be no doubt that your oil will be scientifically correct for your motorcycle in both *body* and *quality*. You will use the "one" oil essential to the longest life of your motorcycle and the greatest pleasure in motoring.

The various grades of Gargoyle Mobiloils for motorcycle use, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "Arctic

They can be secured from reliable garages, automobile supply houses, hardware stores and others who supply lubricants.

For information, kindly address any inquiry to our nearest office.

VACUUM OIL CO.

ROCHESTER, U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

BRANCHES:

DETROIT Ford Bldg.
BOSTON 49 Federal St.
NEW YORK 29 Broadway
CHICAGO Fisher Bldg.
PITTSBURGH Fulton Bldg.
PHILADELPHIA 4th & Chestnut Sts.
INDIANAPOLIS Indiana Pythian Bldg.
MINNEAPOLIS Plymouth Bldg.

A guide to correct Motorcycle lubrication

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means **"Gargoyle Mobiloil A."** "Arc." means "Gargoyle Mobiloil Arctic." The recommendations cover all types of the **same make, unless otherwise noted.**

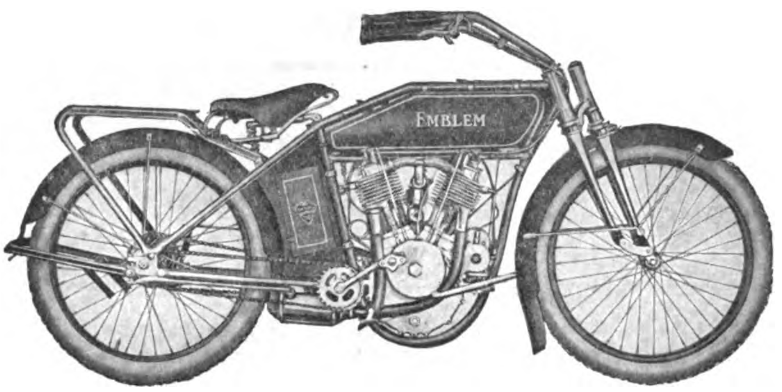
Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
American	B	A	B	A	B	A	B	A		
American Peugeot (2 cyl.)	B	A	B	A	B	A	B	A		
American Peugeot (4 cyl.)			A	Arc.	A	Arc.	A	Arc.		
A. M. C.							B	A	B	A
Armac					B	A				
Arrow					B	A	B	A		
Aurora					B	A				
Auto-Tri							B	A		
Bailey Flyer							B	A	B	A
Black Hawk					B	A	B	A		
Bradley					B	A				
Breed					B	A				
Crawford									B	A
Curtiss	B	A	B	A	B	A				
C. V. S.	B	B	B	B	B	B				
Dayton							B	A	B	A
De Luxe (1 cyl.)			B	A	B	A	B	A		
De Luxe (2 cyl.)			A	Arc.	A	Arc.	A	Arc.	B	A
Detroit			B	A	B	A				
Detroit Bi-Car					B	A				
Eagle	B	B	B	B	B	B	B	A	B	A
Electra					B	A				
Emblem (1 cyl.)	B	B	B	B	B	B	B	B		
Emblem (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Excelsior	B	A	B	A	B	A	B	A	B	A
Feilbach							A	Arc.		
Flanders					B	A	B	A	B	A
F. N.	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
Gear	B	A	B	A	B	A	B	A		
Gerhart					B	A				
Greyhound	B	A	B	A	B	A	B	A		

Mobiloils

A grade for each type of motor.

Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Harley-Davidson	B	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Haverford			B	B	B	B				
Henderson					A	Arc.	A	Arc	A	Arc.
Indian (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Indian (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Iver Johnson					B	A	B	A	B	A
Jefferson							B	A	B	A
Kokomo					B	A				
Limited									A	Arc.

Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Majestic					B	A	B	A		
Marvel	B	B	B	B	B	B	B	B		
Merkel	B	A	B	A	B	A	B	A	B	A
Michaelson							B	A	B	A
Minneapolis	B	A	B	A	B	A	B	A		
M. & M.	B	A	B	A	B	A	B	A		
Monarch					B	A	B	A	B	A
Motorette					B	A	B	A	B	A
New Era	B	A	B	A	B	A	B	A		
New Hudson							B	B		
N. S. U. (1 cyl.)	B	B	B	B	B	B	B	B		
N. S. U. (2 cyl.)	A	Arc.	A	Arc	A	Arc.	A	Arc.		
Peerless			B	A	B	A				
P. E. M.					B	A	B	A		
Peugeot	B	A	B	A	B	A	B	A		
Pierce (1 cyl.)	B	A	B	A	B	A	B	A	B	A
Pierce (4 cyl.)	A	Arc	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pirate							B	B	B	A
Pope			B	B	B	A	B	A	B	A
Racycle			B	A	B	A				
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance	B	A	B	A	B	A	B	A		
Royal	B	A								
Schickel			B	A	B	A	A	Arc.	B	B
Scout							B	B		
Shaw							B	A	B	A
Thiem	B	A	B	A	B	A	B	A	B	A
Thor (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Thor (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Torpedo	B	B								
Wagner	B	B	B	B	B	A	B	A		
Yale (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Yale (2 cyl.)	B	A	B	A	B	A	B	A	B	A



DON'T WAIT
ACT NOW

Many an opportunity to land a good order is lost by neglect to get your specifications in early.

DEALERS:

do you realize it means **dollars** to you to order your

EMBLEM

"The Road Master"

motorcycles in advance, not at the very start, of the riding season? The attractive appearance, the emphatic look of power and sturdiness of this "Master of the Road" appeal so strongly to the prospective buyer that he says: "I want that Emblem, but I want it **now.**"

Take a tip: **"A Machine in the Store is Worth Two On Order."**

EMBLEM MANUFACTURING COMPANY
ANGOLA, N. Y.

14,000 Miles in the Ozark Mountains with Extra Passenger!

Arthur Bohmer, 1820 No. Grand Ave., St. Louis, Mo., has used his Flying Merkel continuously for three seasons over all kinds of Missouri roads, most of his riding being in the Ozark Mountains, and always with an extra passenger, and sometimes two. He has ridden over 14,000 miles, and up to August, 1913, he used the same belt, which was a

SPARTAN

OF COURSE!

There's another powerful example of Spartan service. The terrific strain of mountain climbing—with double weight—can only be borne—and borne triumphantly—by a belt made as is the Spartan. Through all weathers, the wonderful tannage of Spartan belts renders them invulnerable. Practically stretchless, non-slipping and absolutely proof against all rain, snow, heat or oil. Spartan belts offer the discriminating rider a transmission whose dependability is guaranteed.

Graton & Knight Mfg. Co.
Worcester, Mass.

Choose Between These Two

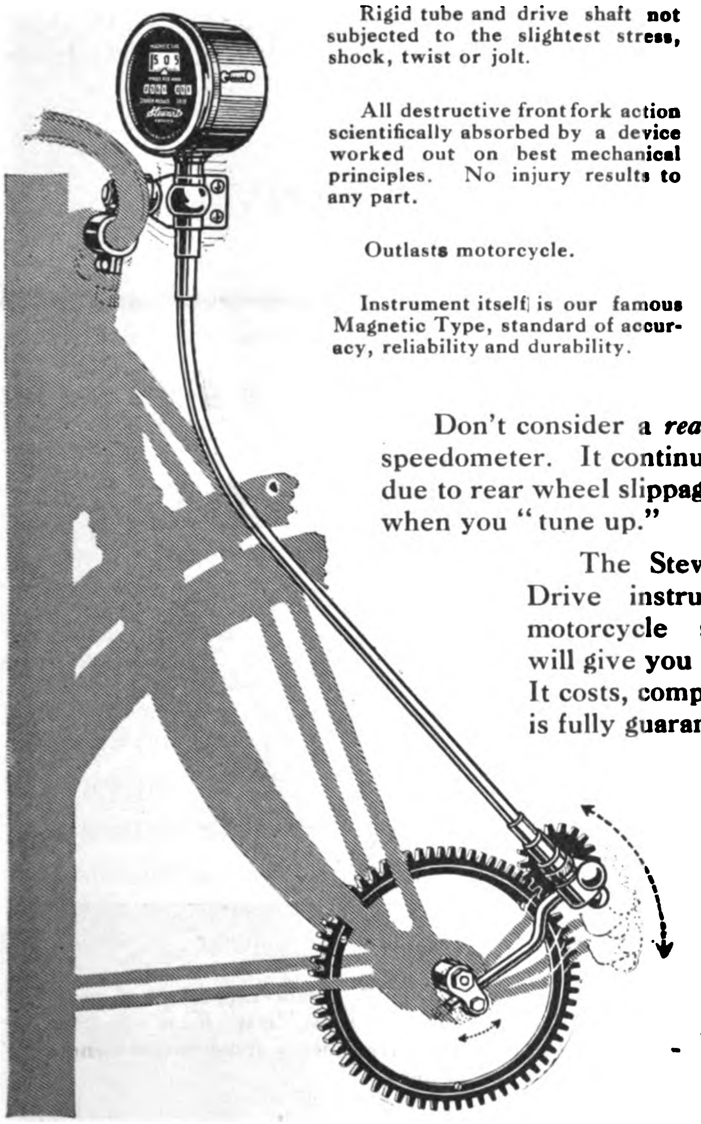
Stewart
Front Wheel Drive
Motorcycle
Speedometer

Drive chain operates in *rigid* tube.

Tube supports bracket which holds angle joint and fibre pinion.

Bracket swings free in swivel on front wheel axle.

Therefore, pinion is free to *ride* sprocket, and moves up and down with each up-and-down movement of wheel.



Rigid tube and drive shaft **not** subjected to the slightest **stress**, shock, twist or jolt.

All destructive front fork **action** scientifically absorbed by a **device** worked out on best **mechanical** principles. No injury **results to** any part.

Outlasts motorcycle.

Instrument itself is our **famous** Magnetic Type, standard of accuracy, reliability and durability.

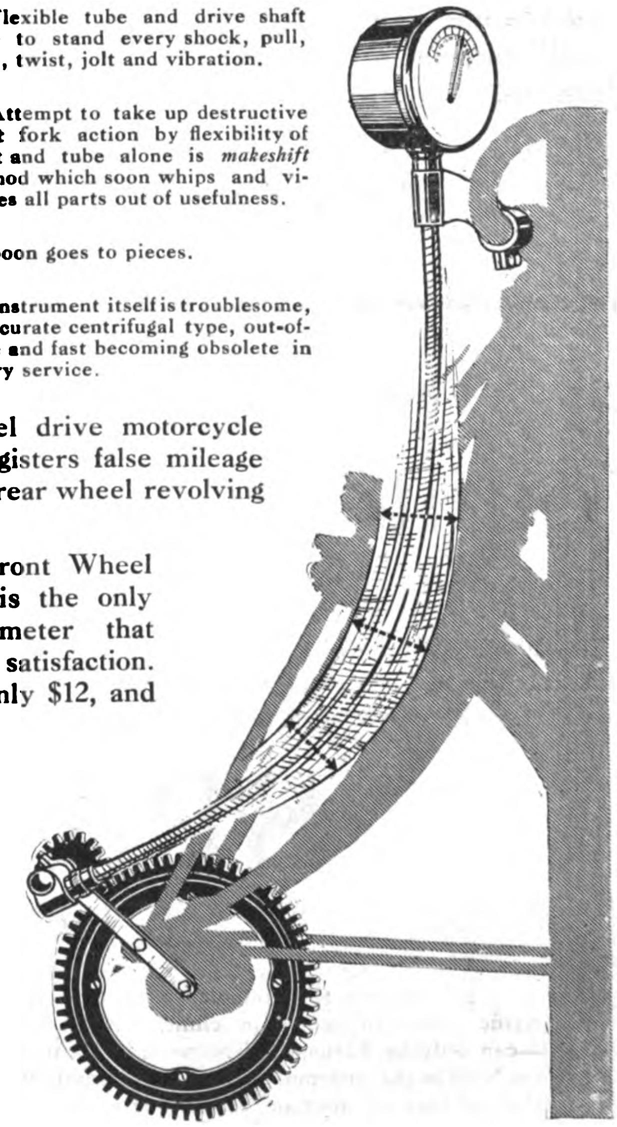
All Other
Front Wheel Drive
Motorcycle
Speedometers

Drive chain operates in *flexible* tube.

Tube supported *by* bracket which holds drive pinion

Bracket rigidly mounted on fork.

Therefore, pinion stays in same place on sprocket and bracket transmits all the front fork shocks to the flexible shaft.



Flexible tube and drive shaft **have** to stand every shock, pull, **push**, twist, jolt and vibration.

Attempt to take up destructive **front** fork action by flexibility of **shaft and** tube alone is *makeshift* **method** which soon whips and vi**brates** all parts out of usefulness.

Soon goes to pieces.

Instrument itself is troublesome, **inaccurate** centrifugal type, out-of-**date and** fast becoming obsolete in **every** service.

Don't consider a ***rear*** wheel drive motorcycle speedometer. It **continually registers** false mileage due to rear wheel **slippage and rear** wheel revolving when you "tune up."

The **Stewart Front** Wheel Drive **instrument is** the only **motorcycle speedometer** that will give **you lasting** satisfaction. It costs, **complete**, only $12, and is fully **guaranteed.**

Stewart-Warner Speedometer Corporation

Factories: Chicago and Beloit, Wis.
Executive Offices: 1972 Diversey Blvd., Chicago
17 Branches. Service Stations in all cities and large towns

CHAIN TREAD UNITED STATES
UNITED STATES
UNITED STATES
"NOBBY TREAD" UNITED STATES TIRE

United States Tire Enthusiasts at a "Motorcycle Picnic," Williamsport, Pa.

For pleasure and for business the motorcycle is a safe, speedy means of transportation and United States Tires make it dependable

Today the motorcycle is an efficient, economical, perfected piece of mechanism.

It has passed the experimental stage—the motorcycle has "arrived."

We, the makers of United States Tires, have done much to make the motorcycle dependable.

We have concentrated our great resources to improve our product as the motorcycle has improved.

We have kept pace with the motorcycle makers.

We have each year equipped better motorcycles with better tires.

We have solved the motorcycle tire problem.

Today United States Motorcycle Tires stand alone in a class absolutely by themselves and are acknowledged to be the standard motorcycle tires of the world. Their overwhelming popularity is a known fact.

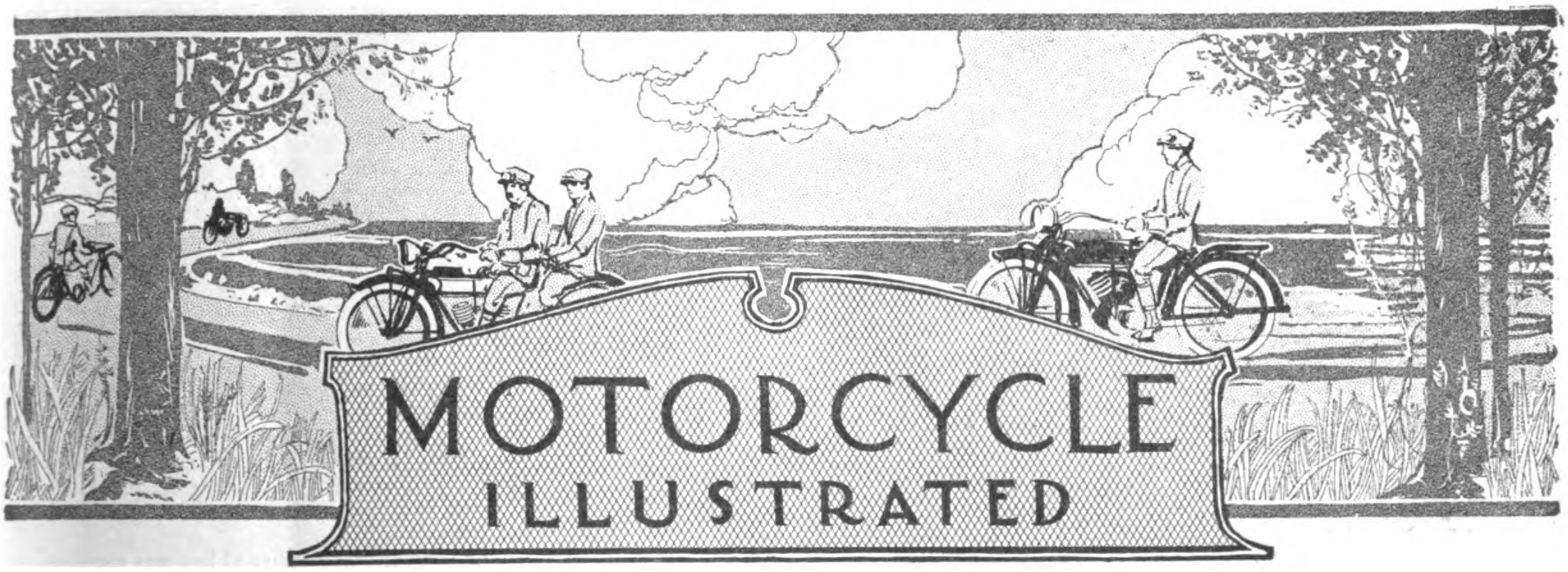
In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the

Largest Rubber Company in the World

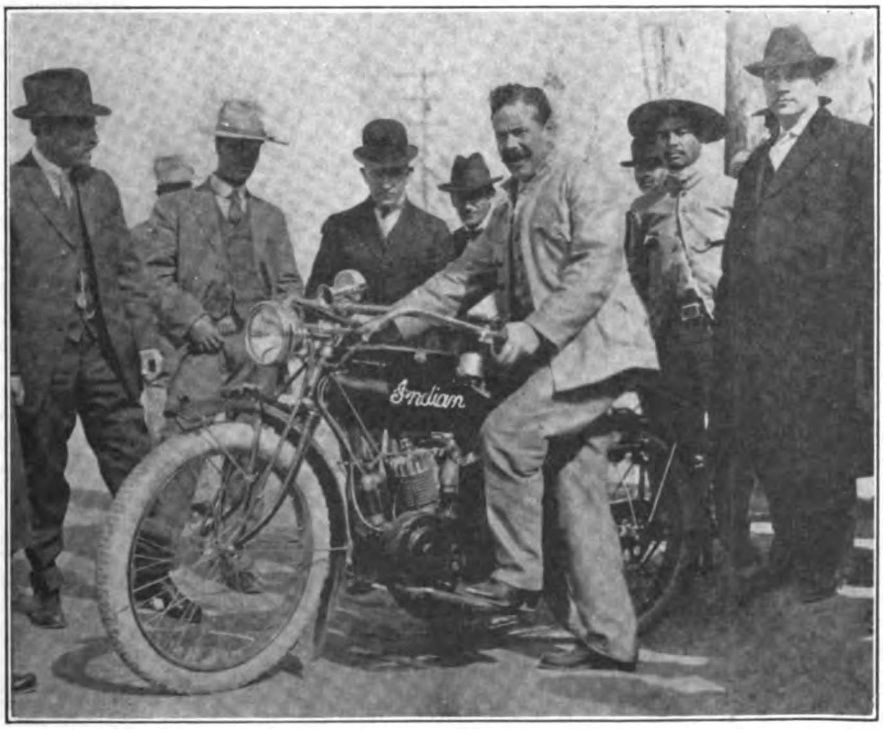


GENERAL VILLA IS USING MOTORCYCLES

FRESH bulletins from Mexico indicate that American motorcycles, as well as American arms, helped Villa, the Mexican rebel leader, in his spectacular campaign against Torreon, as they had previously contributed to his success at Ojinaga. Realizing that bullets do not bring down motorcycles as easily as horses, and that the turn of a battle frequently hinges upon the quick and sure transportation of dispatches to various lieutenants, Villa used three Indian motorcycles at Ojinaga.

Villa was so well pleased with the service rendered by his motorcycles at Ojinaga that just before the advance on Torreon was begun he ordered Major Banda to go over to El Paso, Texas, and select a motorcycle for his own use. He also gave Banda a customs pass to enable him to bring the machine into Mexico free of duty. The remarkable photograph reproduced below was taken at Jaurez, Mexico, just after Major Banda had returned with the motorcycle. The picture shows Villa himself ready for a trial spin on the steel horse. The motorcycle is a Hendee Special, with the full electrical equipment which distinguishes that model. Banda is seen standing directly back of Villa in the photograph.

During the heavy fighting before Torreon the motorcycles were used constantly by messengers who carried orders from Villa to his lieutenants in all parts of the field, although the roads are in poor condition and the surface of the country is generally rough and sandy. Although motorcycles are being used in various branches of the United States and foreign armies, it is believed that the Mexican rebellion has brought them into actual warfare for the first time. That they have given highly satisfactory results under adverse conditions is evident, for the rebel general continues to use them and has added to his motorcycle squad the new machine from El Paso.



General Villa, of the Mexican Rebel Forces, Ready for a Motorcycle Test

GLIESMAN BECOMES A MERKEL TRAVELER

H. A. GLIESMAN, well known as a pioneer motorcycle and accessory dealer in New York City, left for Middletown, Ohio, on Tuesday, March 31, to take up his duties formally as a traveling representative of the Miami Cycle & Supply Co. According to the present plans Mr. Gliesman will have as his territory southern New Jersey, southern Pennsylvania, Maryland, Delaware and West Virginia. This is looked upon as very fertile territory for motorcycle sales and Mr. Gliesman brings to his new duties just the brand of energy and the seasoned experience needed to make the most of his opportunities.

After spending a few days at the Miami factory in Middletown, Mr Gliesman will return to New York and there begin his first business trip under the new arrangement. He will travel with a Flying Merkel twin and sidecar, and will thus be prepared to give practical demonstrations of the Yellow Jacket's ability to get over the road under all weather conditions.

Owing to the fact that Mr. Gliesman's new connection will keep him on the road R. A. Van Alen, formerly a motorcycle agent in Salt Lake City, has been appointed general manager of the New York Motorcycle Co., of which Mr. Gliesman is the head. Mr. Van Alen is backed by youth, ideas, plenty of energy and considerable bed-rock experience in the motorcycle field, and he promises to keep things moving at the Gliesman headquarters.

STERLING MOTOR CO. CLINCHES PURCHASE

BROCKTON, MASS.—On March 21 the newly-organized Sterling Motor Co. completed arrangements with Bernard I. Kamen, attorney for the bondholders of the American Motor Co., in connection with its purchase of the American Motor Co.'s property and other assets. With the deal formally closed, the Sterling company is directing all its efforts towards boosting sales of the Eagle motorcycle and perfecting plans by which orders can be filled promptly. The property of the American Motor Co. was offered at public sale on January 20, and was then bid in by the bondholders. Later W. T. Marsh announced his intention to form the Sterling Motor Co., with Guy Greene, and to continue the manufacture of the Eagle. They were allowed a period of sixty days in which to pay a certain percentage of the price of the plant.

Recent bulletins from the factory indicate that

Pictures That Figure in the Late News

INDIANAPOLIS HUMANE SOCIETY AMBULANCE

De Luxe Machine and Baxter Van Used by Indianapolis Humane Society in Regular Service

G. B. Rousch, Traveling Salesman, Who Says Motorcycle Has Doubled His Income on Kentucky Route

A Pair of Harley-Davidson Riders Scoring a Hit in the Streets of Amsterdam

the Sterling company enters the field under promising conditions. It has just closed a contract with Carter & Nichols, 723 West Ninth street, Los Angeles, who will have the distributing agency for Eagel machines in Southern California. It is stated that R. A. Gaertner, representing the Sterling company, will co-operate with the distributors for a few weeks until they have had an opportunity to get in touch with all the dealers in their territory.

Another contract has been closed with the Preer Tool & Supply Co., of Portland, Ore., who will handle the Eagle for 1914 in Washington and Oregon.

MOTORCYCLE DOUBLES SALESMAN'S INCOME

CINCINNATI, Ohio.—One of the strongest advocates in this city of the motorcycle as applied to commercial service is G. B. Rousch, a traveling salesman for the Whitaker Paper Co., who appears in one of the photographs on this page. Rousch covers the State of Kentucky for the Whitaker company, and as he is obliged to visit practically all the towns, no matter how small, a motorcycle is the only vehicle he has found that will stand up under the constant strain. Owing to the character of his work Rousch found that railway trains gave no satisfaction and that wagons and automobiles were costly and unreliable. With his motorcycle it is no uncommon thing for him to travel 125 miles in a day, touching at all the towns en route. The Flying Merkel motorcycle has paid for itself several times over and Rousch has doubled his earning capacity.

PIEL FIRM CLAIMS BASIC HORN PATENT

BROOKLYN, N. Y.—A suit based on a claim of patent infringement has been filed in this city by the Long Horn interests against the Brooklyn agent of the Lovell-McConnell Mfg. Co., for selling the Klaxon hand horn.

In the papers it is claimed on behalf of the G. Piel Co. that the patents granted to it are basic with respect to a hand-operated horn, and that the Klaxon hand horn is therefore an infringement. It is also claimed that the Klaxon folks acted unfairly in permitting the Piel Company to build up its business in the Long horn without giving notice of its intention to launch the suits and claims of infringement which were later brought into court.

It is believed that the case will come up for hearing at the same time as the case against a Brooklyn agent for the Long horn which was started by the Klaxon manufacturers about two months ago, but which has not yet been brought on for a hearing. In this way the entire situation will be thoroughly threshed out before Judge Chatfield. The outcome will be awaited with interest by trade men throughout the East.

POLICE DEPARTMENTS ORDER HENDERSONS

THAT the four-cylinder Henderson motorcycle is particularly adapted to municipal service is indicated by an announcement from the factory that on March 23 the company received an order for the immediate delivery of twenty-four regular model Hendersons to the Detroit police department. In future the Henderson is the only motorcycle to be used in the work of the Detroit department.

On the same date notice was received from the Motorcycle Sales Co., of Cincinnati, Ohio, Henderson dealers, that they had been awarded the contract to supply four regular model Hendersons to the Cincinnati Park Board. These machines are to be used in police service in connection with the parks.

The Hendersons under order will not be the first to be used in either Detroit or Cincinnati. Two regular model Hendersons were sold to the city of Detroit in 1913 and were ridden by Sergeant Staples and Officer Orrie Tuttle throughout the season. A careful record was kept of the upkeep expense, and it compared so favorably with other machines that, notwithstanding the higher price, the order for a full equipment of Hendersons was recently awarded.

The Cincinnati Park Board had one Henderson in service last year as a test machine, and also watched the upkeep record carefully. That it proved entirely satisfactory is proved by the fact that four new Hendersons have been ordered. The Henderson company reports a similar experience on the part of the Baltimore Board of Park Commissioners, who bought one Henderson in 1912. They bought a second machine in 1913 and the rider showed a remarkable record of over 20,000 miles, with an outlay for repairs of only $5.50. Early last February the company received an order for two more Hendersons for the Baltimore police. The quick getaway, silent motor and comfortable riding qualities of the Henderson, combined with its speed in an emergency are features which make a strong appeal to the officials of police departments.

F. A. BAKER COMPANY ANSWERS MESSICK

ATTORNEY CHARLES CHAMPION, of 2 Rector street, New York City, representing the F. A. Baker Co. in the suit recently started against it and the Hendee Mfg. Co. for alleged patent infringements involved in Indian motorcycles, announces that the Baker company's answer was filed in the United States District Court for the Southern District of New York on Friday, March 27. The suit was started by Charles Messick, Jr., of Hackensack, N. J., late in December. The complainant claimed that patents held by him were infringed by several details of the Indian machine, primarily involving the clutch. He asked for total damages and profits of $3,300,000. His complaint explained that the Hendee company was held primarily responsible for $1,000,000 and the Baker company (as distributor of the Indian machines) for $100,000. In addition he asserted that the reorganization of the Hendee company had been brought about with a desire of offsetting his suit, and because of that action he asked that the figures above given be trebled. In other words, he demanded a total of $3,300,000, charging $3,000,000 against the manufacturers of the Indian and $300,000 against the Baker firm as distributors.

It is hardly necessary to state that the suit and the sensational demands incidental to it occasioned numerous smiles in Wigwam circles, and at the Baker headquarters in New York it was frankly stated that the company had not been able to fathom the mysterious processes by which Mr. Messick obtained foundation for his claims.

In discussing the situation a day or two ago Attorney Champion stated that the filing of the Baker company's answer to the complaint was a purely formal proceeding; that it simply argues the non-existence of any patent which could be infringed by the features of the Indian mentioned in Messick's complaint. It is understood that the Hendee company has already filed, or is ready to file an answer similar to that submitted by the Baker company.

HEROIC WORK BY CHICAGO MOTOR COPS

CHICAGO, ILL., March 29.—Chicago's motorcycle police squad, which has already attracted much attention, came into the limelight again a day or two ago when Officers William Moore and Edward Smith risked their lives in connection with a spectacular runaway. A horse drawing a delivery wagon dashed at top speed through Woodlawn avenue. Moore and Smith gave chase on their motorcycles. They reached the horse's head, but the frenzied animal was plunging so wildly that they could not grasp the bridle. Taking in the situation at a glance they dashed ahead of the horse, blowing their whistles and clearing a path for the runaway. It was this action which probably saved the lives of several school children and other pedestrians. As it was, there were a number of narrow escapes.

Then with the street cleared for some distance ahead the nervy motor cops closed in once more on the runaway, grabbed the bridle on either side and brought the horse to a standstill. The race had covered nearly three miles. When questioned about their exploit they slipped into their saddles and modestly advised the inquirer to "forget it." However, their daring performance is still being talked about.

POPE RECEIPTS FOR FEBRUARY ARE $48,000

COL. GEORGE POPE, acting as receiver for the Pope Mfg. Co., shows in his report for the month of February that the cash receipts were $47,913.09, which, added to the balance carried over from January, gives a total of $157,848.47. The factory payroll during February footed up to $27,977.83, and the office salaries amounted to $6,571.80. The bills for materials, supplies and freight charges aggregated $25,544.84 during the month, and other expenses, including the receiver's monthly compensation of $750, brought the disbursements up to $63,077.96. The report states that the sales of merchandise from October 28 to February amounted to $227,510.10. Sales of machinery, tools, furniture and fixtures amounted to $11,688.12.

HEDSTROM PATENTS A SPRING CARRIER

OSCAR HEDSTROM, formerly of the Hendee Mfg. Co., was on March 17 granted a patent for a spring luggage carrier which is designed for attaching to the spring frame of an Indian motorcycle in such a way that the frame springs absorb all shocks which would otherwise be transmitted to the luggage carrier. It will be illustrated in the next issue.

A NEW HUSTLER ON HAWTHORNE STAFF

Floyd C. West, formerly general superintendent and assistant manager of Cluett, Peabody & Co., has identified himself with the Hawthorne Mfg. Co., of Bridgeport, Conn., thus accomplishing a long-cherished desire. Mr. West will be in charge of Hawthorne sales in the Middle West, his territory embracing everything in New Mexico and the Pacific Coast states. For the present he will have a staff of three or four men working under his direction. Mr. West's previous training as an executive fits him admirably to take up his new duties, and he promises big things from his territory.

RUTHERFORD CLIMBS IN GOODRICH RANKS

AKRON, Ohio.—Friends of W. O. Rutherford, who has long been identified with the B. F. Goodrich Company, will hardly be surprised to learn that he has been made assistant general sales manager of the big tire-making concern. Mr. Rutherford's advancement to that important position carries with it official recognition of the consistent and resultful service he has rendered during the last four years as assistant to H. E. Raymond, second vice-president and general sales manager of the Goodrich company. Mr. Rutherford's most conspicuous talent is that of organization, and his associates in the industry testify to his ability to enthuse a selling organization and keep it at a productive white heat.

Mr. Rutherford's grasp of selling methods was obtained, first as manager of the Denver branch of the Goodrich company, and then during a period of ten years' service at the head of the Goodrich organization in Buffalo. During the last four years his headquarters have been at Akron.

"It is a most acceptable promotion," Mr. Rutherford says modestly, "and like all promotions that mean anything it means work. I don't believe any man can successfully fill a position without realizing that each step he takes means more and harder work for him. But with such a sales organization as the one which keeps Goodrich tires moving from the factory to the tire user in such a great volume as we have today, my position is not an unusually difficult one.

CHICAGO'S CAPABLE MOTORCYCLE BRIGADE

CHICAGO, ILL.—One of the stanchest friends of the motorcycle as an adjunct to police department work is Lieutenant Joe Du Bac, who heads Chicago's famous Flying Squad of motorcycle officers. Lieutenant Du Bac and his Excelsior mount appear in one of the accompanying photographs.

In the accompanying photograph of Lieutenant Du Bac and his Excelsior it will be noted that the machine is equipped with Pennsylvania vacuum cup tires. All the machines used by the Chicago motorcycle policemen during the last year have been fitted with these tires, and Lieutenant Du Bac is of the opinion that they have materially increased the efficiency of the motorcycles. Owing to the remarkable gripping effect of the vacuum cup the officers have found it possible to handle their machines with dexterity over slippery pavements.

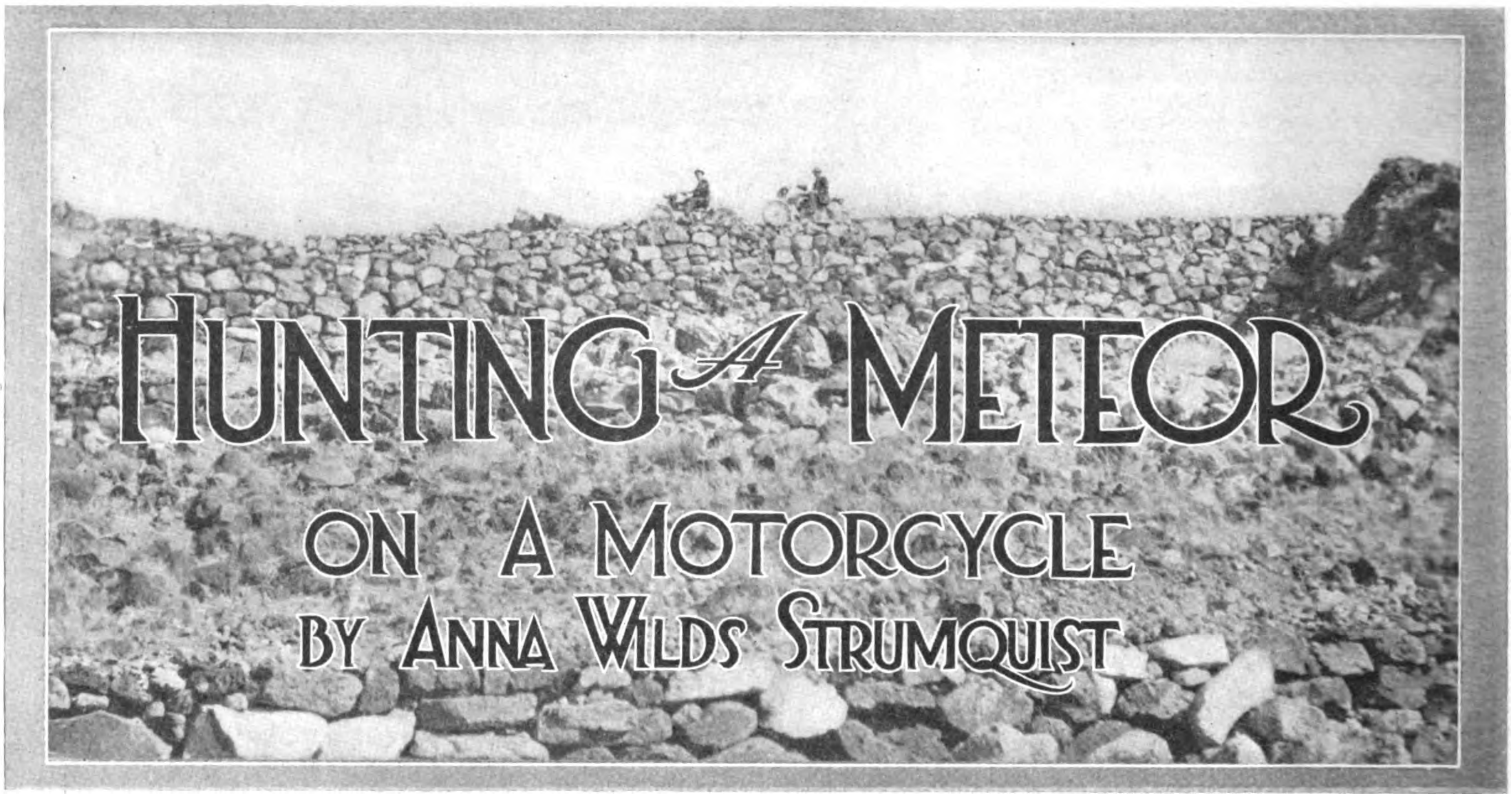
Floyd C. West, New Middle Western Manager for Hawthorne Mfg. Co.

W. O. Rutherford, Assistant General Sales Manager of Goodrich Co.

Lieutenant Joe Du Bac, of Chicago's Capable Motorcycle Squad

HUNTING A METEOR ON A MOTORCYCLE

BY ANNA WILDS STRUMQUIST



A Remarkable Bit of Roadway Traversed by the Writer on the Route from Albuquerque, N. M., to Santa Fe.

IN a blaze of glory, a chunk from a truant meteor descended to earth and scattered its fragments over the snowy slopes of the mountains, twenty miles north of Albuquerque. We were poring over catalogs, and discussing the merits of a two-speed for our motorcycle, when we heard an uncanny boom that shook the house and made the floor jiggle. We blamed a fractious furnace until investigation proved a perfectly behaved furnace had been slandered. Then we decided it must have been an earthquake. But next morning the newspapers gave full explanation of the mystery.

A meteor had fallen at the northern point of the Sandias. Eye witnesses were quoted who gave graphic accounts of its spectacular descent and explosion. One man declared he had seen the mountain rent asunder; had seen "the arm of a hill torn from its socket." The paper stated that "Prof. Kirk, of the Chair of Geology at the state university, was already mustering a squad of students to search for the remains of the heavenly visitor, and the party hoped to bring in samples of foreign ores that might be of great value to science." "Say," John commented at luncheon, "It would be a lark to toast one's toes on embers from a fireplace in Mars! And get rich quick at the same time! Business may go hang today. I'm going on the motorcycle to hunt that meteor."

"Me, too," came an echo from behind the percolator. It is an echo that invariably follows John's declaration for a gasoline spree. Through the eloquence of wet eyes I have persuaded John that it is not good for man to ride alone. And since that day we rode the Eagle en-tandem over the rock-terraced hills of Hell canyon, and I refrained from the customary "squeals" that formerly marked every perilous turn, he has been manfully trying to initiate me into the mysteries of motorcraft.

"All right, get ready," he answered. "We'll take a gunny-sack along to bring back the precious ores or radium if we find any."

In a few minutes we were off on the hunt. Over the twenty-mile mesa, through sand-patches and ruts, the Eagle flew straight as a homing bird toward the majestic hills that came down to meet us. Just beyond the white-whiskered mouth of Pino canyon, where the nocturnal motorist had testified he had seen "the arm of the hill torn from its socket," we dismounted for the quest. There was no evidence, however, of a meteoric or surgical operation.

The gaunt figure of Mr. Mountain, wrapped in his white, winter blanket, appeared undisturbed. Not one of the nearer boulders looked foreign. Not even one rocklet was hot. Just as our ardor cooled to match the temperature, the soft purr of a four-cylinder Henderson motorcycle broke the solitude.

"That meteor probably struck on the other side of the peak," suggested the Henderson rider, as he shut off his motor. "Let's ride up to Santa Fe and come back tomorrow behind the Sandias. Maybe we'll find it. If we don't, we'll have a jolly trip anyway."

"I'll go you," and John jumped in the saddle and tuned up the Eagle. "I don't need a meteor anyway. I haven't personally lost one," he remarked, "and the fellow that finds it can have it. We'll go to Santa Fe." We did.

Despite the doleful prediction that I would get my neck broken riding tandem through the almost impossible stretch of sand and gravel that lies between Alameda and Domingo, I clung desperately to the tandem handlebars of the Eagle, squelched the inclination to squeal—and lived through it.

From Bad Ones to Good Ones

Of course, I lost my dignity several times. But I had observed that no true sport prizes dignity when fun-hunting. And as we plowed through that seemingly bottomless sea of sand with the back wheel whipping about like a snake's tail, I had no thought of dignity. Instead I was truly grateful for the softness of the road bed, when on divers and sundry occasions we took undignified "headers." I fully expected John to express himself in classic expletives after these tumbles, but he restrained himself.

After the sand came a regular "Beulah land" of fine dirt roads, conducive to forty miles an hour. In one place the road worms through a monster cleft in the hill, forty feet high on each side—a miniature Culebra cut, made specially for motorists. Then came two crystal, ice-fringed streams. Right through the water, hub-deep plunged the machines, while I lagged behind, stripped off shoes and hose and twice enjoyed nice, cool wading for twenty or more yards!

I was determined that mere man should not have occasion to poke fun at me for fearing "the ills that flesh is heir to" when awheel. Besides if we were to take that proposed trip to San Diego I must get out of the novice class as fast as possible. So I declared it a perfect joy to wade icy creeks in January. A huge, grandpa cactus bush served each time as dressing room for re-shoeing.

Then, in the gloaming we crept up that wonderful La Bajada hill where the trail corkscrews up, and switches back and forth along a precipitous mountain for nearly two miles. The highway on this magnificent bluff is an engineering feat accomplished by convict labor. It is a part of the original trail between Santa Fe and Chihuahua, Mexico, that has been in use for more than two centuries, and is a section of the great transcontinental highway the state of New Mexico is building from the Colorado line to El Paso. It is destined to become nationally famous when better known by cross-country motorists.

When the summit of this spiral climb was attained, we saw the electrics of the "City of Holy Faith" glittering eighteen miles away. Despite the encouragement of splendid roads lighted by a moon of brilliant nearness, our arrival was delayed till eight o'clock by a thrice-broken chain.

In Picturesque Santa Fe

After a night's rest and refreshment in a hotel of excellent cuisine we started out early next morning to browse in the sunlight of this ancient city that was old when the Pilgrims landed at Plymouth. After a visit to the oldest church in the United States, the shrine of San Miguel, founded by the Franciscans in 1606, we crossed the historic plaza to the venerable "Palace of the Governors." Within these five-foot thick adobe walls, one hundred governors of New Mexico have had official residence. Two students from the archaeological school in morning session, acted as guides to show us the beauties and expound the mysteries of a state museum that surpasses in archaeological value any collection in America. Relics of pre-historic people and bones of mammoth animals and art treasures from the early churches are displayed in halls enriched by mural paintings of historic symbolism.

In the room where Lew Wallace, when governor of New Mexico, wrote Ben Hur, we looked out on scenes the writer had viewed when he described the Orient in his famous book. Though the flat-roofed houses, shawl-shrouded women, and turquoise skies might have suggested Palestine to a fiction-maker, they did not to us. We saw merely an age gone by and the day picturesquely blended. There were gasoliniacs awheel and acar, speeding past and scattering the burros with their packs of wood.

A stone's throw from the ancient church of San Miguel, is the imposing capitol building. Before the crumbling adobe dwelling of yesteryear, a modern garage parades its gasoline steeds and vehicles. But beyond the quaint town were the magnets that lured us back to the machines. The purple-gowned hills, hooded in eternal snows, called us. And heeding the call we started out to browse amongst the pines of the "Sangre de Cristo" (Blood of Christ) mountains.

These Climbs Required Nerve

Frightened chickens, giggling Mexicans, little farms and wayside shrines shrank to the rear as we sped like eager children into the arms of the mountain-mother, that with each leap of the machines reached down to gather us to her ivory breast. Puncturing the heart of the Blood of Christ range is the winding highway that follows a royally rugged gorge, wild and weird enough to satisfy the most fastidious moving picture photographer. In places where the shelf-like road has been blasted out of solid rock, the trail executes little pirouettes in its hazardous dance along the ledge of the precipitous slope.

The highway is one of the choice motor roads of America and deserves embalming on the picture screen so that distant eyes may feast on its beauties. Twenty-two miles from Santa Fe (and as many miles from Las Vegas, toward the proposed junction on the Rio Pecos) have been built by convicts from the state penitentiary. It is a portion of the projected Camino Real from Denver to El Paso.

With our eyes gloating on the sublime whiteness of the hill-crests and the aisles of pines, down the slopes, we were careless of the road. It was coated with ice that hung in a crystal fringe over the edge of the precipice below. On one of these icy switchbacks that inclined away from the hill toward the jagged rocks, the machine skidded, and hurled us perilously near the descent. My head did hang a bit over the edge.

Unhurt we scrambled to position again. I would not for worlds have let John know I was scared. I had an acute realization that I was not prepared to die, but was thankful the Henderson man was too far in advance to witness the spill. He is a race track expert, and I didn't want him to laugh at our near-accident. I pulled my veil down tightly to keep my heart from jumping out, and managed a sickly smile. However, in turning other switchbacks that were ice-coated, I walked.

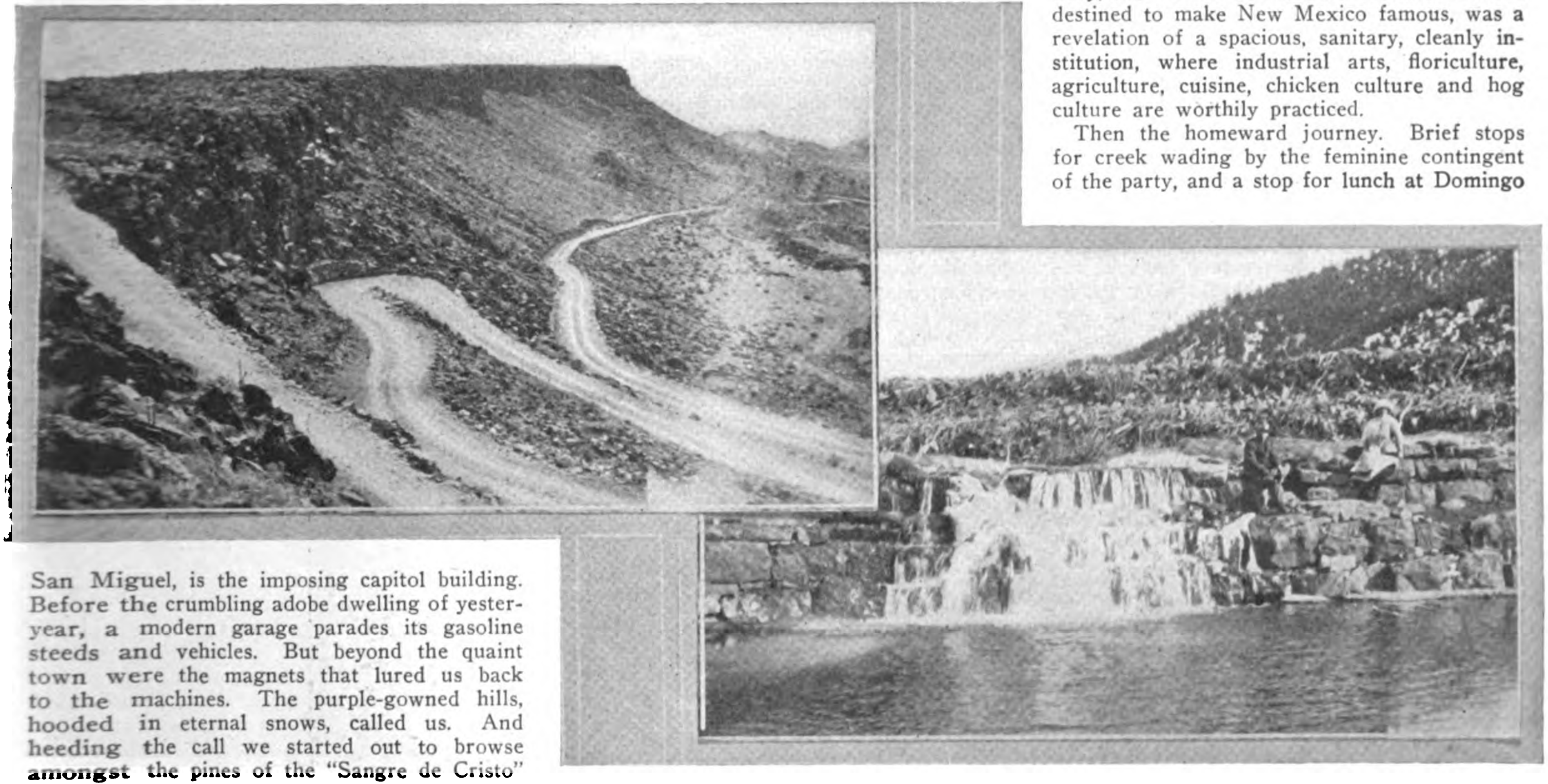
Obsessed by the conquering spirit that motorists feel, the boys essayed to spur their gas steeds up an unbroken, snowy hill. The Henderson rider was the first to come to grief With his machine he rolled down to the road again, unharmed. From a peak of the Sangre de Cristo we looked over a scene of rare coloring for a sweep of two hundred miles. We had lost our enthusiasm about the meteor, but now looked for evidences of its location. It might have been any one of the giant boulders near at hand. We could not tell.

Ready for the Homeward Trip

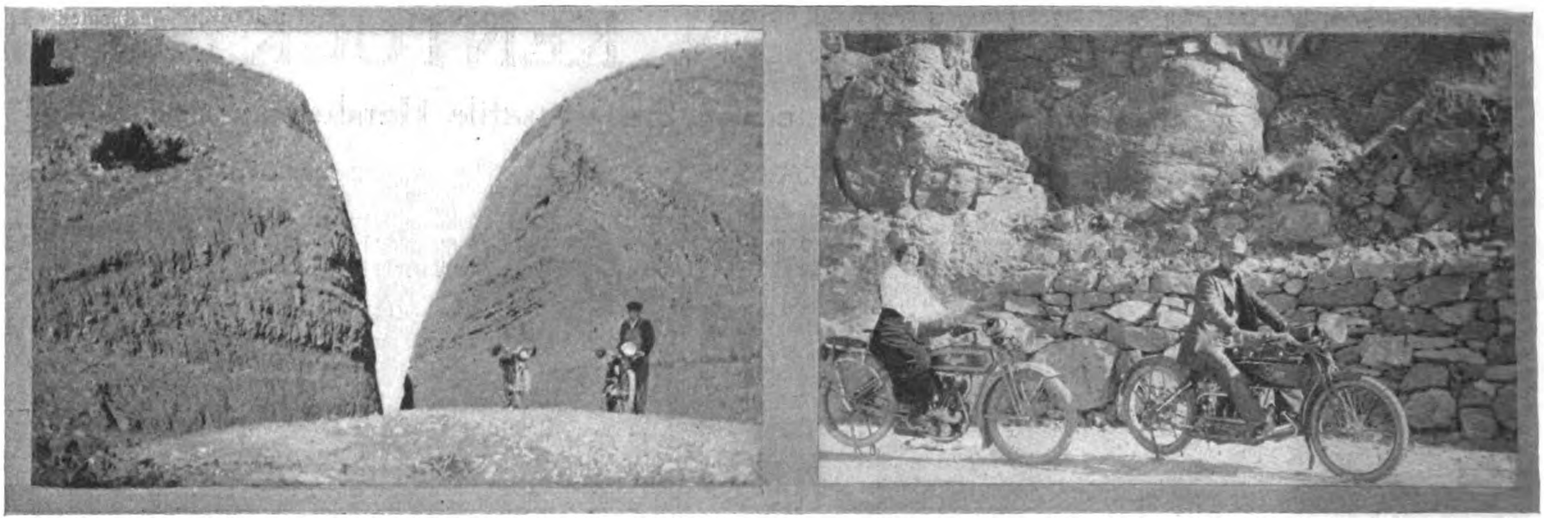
Beyond, to the east, rose the regal Glorietas, doubtless of the "father" species, since they gave protection against the winds of adversity to the City of Holy Faith, which like a trustful child nestled in the lap of the "mother-mountain." To the north lies a treasure house for achaeologists—the communal village of Puyé (the "gathering place of rabbits") where a vanished people dwelt in a twelve-hundred room apartment house. The cliffs of Pajarato Park, honeycombed by ancient cliff dwellers were discernable to the west.

After a brief period spent in dreaming dreams of prehistoric folk, we descended to the Blood of Chirst valley again and sped back to the City of Holy Faith. We were in reality speeding, when in the plaza we faced a glaring sign that read: "Slow down to four miles an hour!" As if we could! But we halted to note the observance of the sign by other motorists. It was unheeded. No doubt it was ordered put up by careful City Dads who realized the danger to life and limb from joy riders in the narrow, haphazard streetlets. But to enforce its observance in a city, drunk with gasoline, was probably too big an undertaking. A visit to the state penitentiary, the "home" of the road-builders who are destined to make New Mexico famous, was a revelation of a spacious, sanitary, cleanly institution, where industrial arts, floriculture, agriculture, cuisine, chicken culture and hog culture are worthily practiced.

Then the homeward journey. Brief stops for creek wading by the feminine contingent of the party, and a stop for lunch at Domingo



Upper Photo Shows Spiral Road of La Bayada Hill, Improved by Convict Labor. This Road Is Part of the Old Trail from Santa Fe to Chihuahua, Mexico. Lower Picture Shows the Writer and Mr. Strumquist Beside a Typical Mountain Stream.



At the Left, a Pocket in La Bayada Hill; at Right, Scaling the Heights of Sangre de Cristo, Near Domingo, New Mexico.

broke the three-hour trip back to Albuquerque. At the peaceful little adobe settlement of Domingo we came across another of the contrasts that in Santa Fe occasioned surprise. A gay-blanketed Indian buck, unable to do his trading at the store save by signs and grunts, walked out with his wares whistling in joyous lilt "Every Little Movement." Evidently he was no stranger to the picture shows, if he did live on a reservation. The Henderson rider coaxed him, by signs, to ride on the tandem. The blanketed one stolidly refused till a number of fellow Navajos jeered him and grunted what we understood to be a "dare." Then he tied his rug tightly about him, gritted his teeth, braced himself for the deed, and gingerly mounted the "caballito" (pony).

After a thrilling 100-yard dash on the Henderson, he rejoined his clique that now regarded him with superstitious awe. The trader told us that ever since that fearless buck has been the hero of all the braves of the Domingo settlement.

The forty-mile sand patch did its worst to us en route home. But we had learned the tricks of an acrobat, and tumbled lightly in the soft sand whenever the motorcycle bucked, and we were not even nervous. In the haze of a purple twilight, trimmed with orange, we arrived in Albuquerque. The speedometer registered one hundred and sixty-eight miles

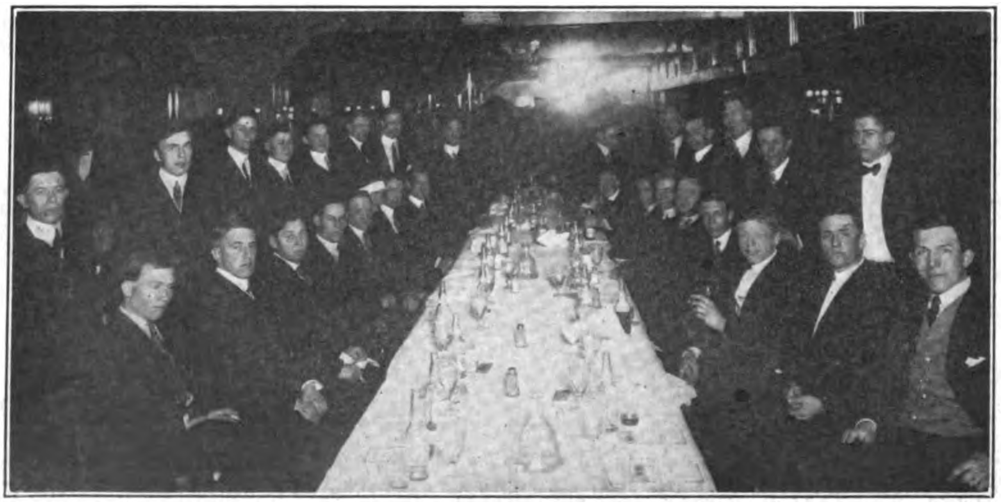
We had not found the meteor. But who cared? The university professor was heartily welcome to it if he could locate it. We were rich in experience anyway.

HUDSON TO MANAGE ATLANTA BOWL

With D. Noon Hudson as proprietor and manager, the Atlanta motordrome will be reopened Saturday, May 9. Mr. Hudson was starter at the track last year. He is now lining up some of the country's best motordrome racers, among whom are Marty Graves, Tex Richards, the Samuelson brothers and Fleckenstein. Graves will be captain of the riders. Mr. Hudson has given much time and thought to the motordrome proposition and is confident of scoring a success with the Atlanta bowl.

OMAHA RIDERS ORGANIZE

About thirty-five Harley-Davidson riders of Omaha, Neb., were guests at a banquet recently given at the Henshaw Hotel by Victor H. Roos, the energetic agent for the Milwaukee product in Omaha. After the dinner a meeting was called and the Harley-Davidson Motorcycle Club was formed with 35 charter members. Thomas Birchall was elected president; Lloyd Jenson, vice-president; Victor Caley, secretary; Victor Roos, treasurer; Otto Ramer, captain, and Henry Hamann, lieutenant. The club will start its program with a dance early in April. Sociability runs will be held every week, and other events are scheduled.



Omaha Riders at Banquet Which Preceded Organization Meeting.

PROPOSED BILLS IN MASSACHUSETTS

From Secretary G. B. Gibson, of the F. A. M., comes a statement that a bill is under consideration by the Roads and Bridges Committee of the Massachusetts Legislature which, if enacted, will compel all motorcyclists to carry number plates similar to those now in use on automobiles. The F. A. M. secretary suggests that clubs and individual riders throughout the state get in touch with their senators at once in order that the injustice of the proposed measure may be called to the attention of the lawmakers.

Secretary Gibson also states that a bill before the present Legislature in Massachusetts aims to define a motorcycle, and it is expected that this will remedy an unreasonable state of affairs now existing with reference to sidecars. At present the sidecar user in Massachusetts is compelled to take out a motor vehicle license in addition to registering his motorcycle, as the sidecar outfit is classed as an automobile.

DIPPLE AND CAPSHAW DIRECTORS

At a recent meeting of the Indianapolis Motorcycle Club, Harry Dipple, agent for the Harley-Davidson, and C. C. Capshaw, the Eagle dealer, were elected to fill the offices vacated by E. G. Baker and Charles Wyatt, who resigned as directors. The club decided to discontinue the promotion of race meets, and devotes itself to the holding of endurance runs and road races.

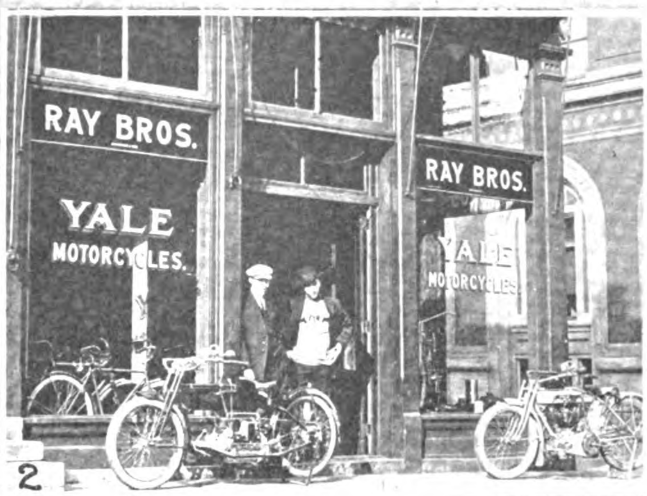
QUINCYITES TO JOIN THE F. A. M.

Plans have been perfected by the Quincy (Ill.) M. C. to affiliate with the F. A. M. A committee has been named to arrange for a dance, and it is the intention to house the club in centrally-located rooms without delay. Secretary Wheelock has made up a list of local ordinances and State laws which in any way affect motorcyclists, and has had a copy posted in every motorcycle shop in Quincy with a view of assisting the riders to avoid conflicts with the authorities. It is stated that the club is unanimously in favor of making a bid for the 1914 F. A. M. convention.

WITH LEWIN IN KENTUCKY

A Batch of Interesting Views Snapped by the Versatile Henderson Traveler

1


2
RAY BROS.
YALE
MOTORCYCLES.
RAY BROS.
YALE
MOTORCYCLES

3
BICYCLES
PLUMBING
PLUMBING

4

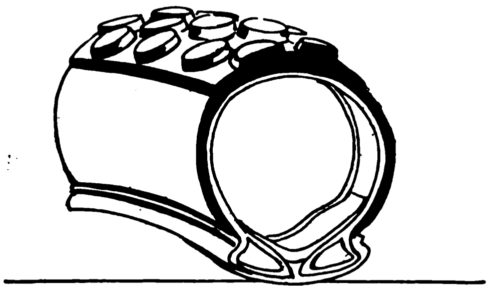
FELIX LEWIN, the Henderson traveler, forwards the accompanying collection of striking photographs from Kentucky. No. 1 shows a scene near Bowling Green, typical of road conditions in the State; 2, the store of Ray Brothers, Henderson and Yale agents at Louisville; 3, headquarters of W. N. Loving, the new Henderson dealer at Bowling Green; 4, one of the many caves accessible by motorcycle; lower left-hand picture, an old covered bridge built before the Civil War; right-hand photo, motorcycles being used by the quarry workers.

DEVELOPMENT of the MOTORCYCLE TIRE

Second Article in a Series

By PEARSOL SARGENT

FOLLOWING the general construction of the bicycle tire, the pneumatics fitted to the early motorcycles were of single-tube construction. They were only fairly satisfactory, even on the 1¼ h. singles of the first years of the twentieth century, while on the "monster" 3's they were a constant source of trouble. Considerable experience with this form of tire had been obtained from the little steam carriages which were *the* motor vehicles up to 1902, but as motorcycle powers, speeds and weights increased with each season, the single-tube tire was gradually found inadequate. If built strong enough, its cost was almost prohibitive, and these facts assisted the G & J, Morgan & Wright, and Hartford firms in developing and popularizing the clincher type of double-tube tire.



The Goodyear Rubber Studded Tire ·

The experiences gained in automobile tire building led to the construction of the present-day motorcycle tire, a miniature automobile tire adapted to use on the most powerful two-wheeler, and capable of sustaining loads considerably in excess of those to which it would ordinarily be subjected.

Inner Tubes and Valves

It will be seen that the modern motorcycle tire is a development, to a very high degree, of course, of the original Welch and Jeffrey bicycle tires. In Great Britain a large number of motorcyclists prefer the side-wire type today, while in America we have adhered to the clincher entirely. Each country has thus followed in the footsteps of its pioneer builder in the matter of fastening on the tire, but the case is different as regards inner tubes. In 1893 Morgan & Wright brought out the double-ended inner tube, but this construction did not achieve any great popularity until the motorcycle and tricar came into prominence.

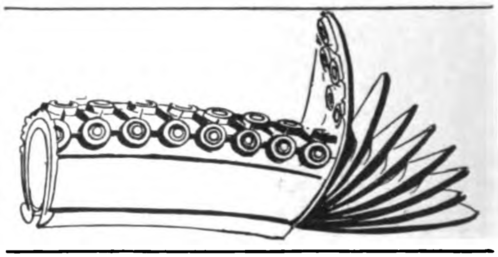
Today, practically every motorcycle tire-maker in America and Europe has some form of butt-ended or detachable-ended inner tube, as well as the continuous type. The British and Continental motorcyclists adopted this American invention, and today it is a great favorite abroad over the endless type. In this country, on the other hand, the butt-end tube is not in such general use as the endless type. To detail the present-day developments of the Morgan & Wright butt-ended tube would entail setting aside four or five pages of solid text matter in this magazine.

The tire valve has also an interesting history, but one too intricate to give here. The pioneer, R. W. Thompson, is conceded to be the inventor, and his valve resembled the Dunlop bicycle tire valve of today. During the cycle boom in this country all sorts of valves were used at first, but the Schrader type finally came to be generally adopted, and today it is safe to say that all pneumatic tire valves are Schraders. In Europe there are no less than five different types of valves in use today, the principal ones being the Dunlop and Michelin, pioneers in their respective countries.

Non-Skid Treads

One feature of tire construction we motorcyclists did not derive from the bicycle is the tread formation to prevent skidding. The increase in speed of the motorcycle as it gradually developed, led to the adoption of dozens of forms of studded, grooved, shouldered and corrugated treads, and both bicycle and automobile tires profited as a result. In fact, while pioneer motorcyclists were riding on resilient, studded tires, automobilists were still using tires with treads as smooth as the palm of the hand for racing and touring. Naturally, they suffered skidding to a greater degree.

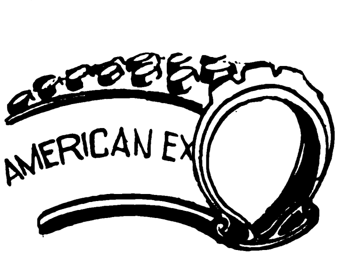
The patent records of the chief countries of the world show hundreds of non-skid devices for all kinds of motor vehicles, and the writer has perforce to limit himself to a few of those in use at the present time. Probably the most popular is the rubber-studded or "Bailey" tread, named for its inventor. This is shown on a United States tire fitted to a single-clinch rim. The tire has a quadruple layer of fabric in its carcase and is provided with a "breaker strip" also of Sea Island cotton, fitted just where the studded tread attaches to the main walls of the casing. This tread shows the latest tire practice in having the tread as an extra strip or reinforcement on the casing, and also shows the sturdy construction of the beads or clinchers in which the fabric is continued from the tread to all surfaces of the bead on each side. Among other treads made by the same firm are the Nobby and Chain types; the former has a series of rectangular "knobs" in place of the studs of the Bailey tread, each knob being slanted so that two consecutive rows form a rough V. The chain tread has a pair of projections in the form of chains running the length of the tread.



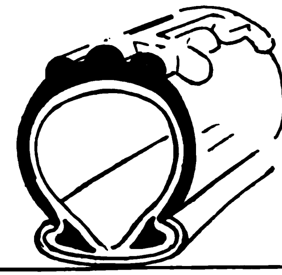
The Kokomo Dazzler Tread

Goodrich and Diamond Treads

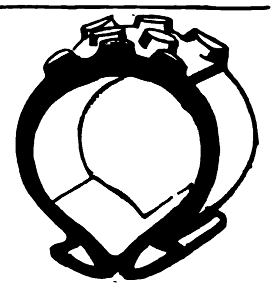
Two other forms of non-skid tread are shown in the illustrations of the Goodrich and Diamond tires. The tread of the Goodrich is formed with a series of projecting crosses having a main stem and three cross-pieces, all being of rubber. The tread and crosses are in one piece and their action in preventing skidding has made them live up to the name given to the tire: "Safety" tread. This tire has a breaker strip immediately under the tread and a multiple-thread carcase, following the best practice in motorcycle tire construction. The Diamond tread, an the other hand, has a cross-formed series of projections on the tread, but the stems and outer cross-pieces project to right and left of a continuous rib. From its action in grease, etc., it has been given the name of "Squegee" and is an effective non-skid. The construction as to the carcase is very similar to that of the



The American ·



The Diamond

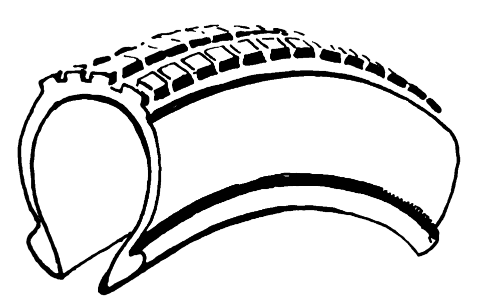


The Continental-Erie

Goodrich tire shown, and the beads are likewise fabric-braced so as to give extra long life. It is almost needless to add that both these brands of tire are made with the popular Bailey and grooved treads as well as with those mentioned above.

Vacuum Cup Tread

Another form of excellent non-skid tread is the "Vacuum Cup" formation as used on the Pennsylvania tires. The tread is formed with three rows of cups formed of the same rubber as the tread and quite deep. The walls are thick but very resilient and on slippery surfaces, the cups cling to the road and prevent skidding or side slipping. The construction of the tread and walls of this tire is such that no oil can penetrate, while the cups thrust deep and take hold on soft roads. This principle has been most successful on the heaviest and fastest automobiles.



The Empire Non Skid

Goodyear "Blue Streak"

Thickness in the tread conduces to long life in a tire, and this quality, coupled with a peculiar stud formation, is characteristic of the Goodyear products. The "Blue Streak" tire here shown has a quadruple layer of cotton in the carcase and a heavily fabricked flap to keep the inner tube from chafing should the nipples not be properly smoothed down when the tire is put on the wheel.

This tread is made up of a series of rectangles projecting well above the main tread, which is slightly raised above the main walls of the tire. The sturdy nature of the bead construction will be evident. This brand of tire is made in rubber-studded (Bailey) tread as well as in other forms.

Kokomo Dazzler Tread

A form of double-studded tread in rubber is that of the Kokomo tire, called the "Dazzler." The rubber studs are really cups within which are solid plugs, and each stud is "laced" to its neighbor by a thin band of rubber which projects above the tread.

The construction of this tire involves seven layers of cotton and white rubber, alternating, and the tread is finally put over all. This tire is designed to withstand the most gruelling service either on solo or passenger machines.

The Empire Type

The use of a new form of red rubber, coupled with several forms of tread, are features of the Empire tires. The Checker tread has raised diamonds or squares formed on the main tread, which is raised above the walls of the tire as in the most modern construction.

The stoutness of the fabric is noticeable, especially through the beads, and there is a special strip between the carcase and main tread, characteristic of this construction. The protecting flap is made triangular in section so as to thoroughly protect the inner tube from abrasion, etc.

Continental-Erie

A form of light tire construction which is notable for its strength and non-skidding qualities is the Continental-Erie, shown in a Bailey tread model. The large clincher surface with fabric walls is noticeable, and there are but three layers of cotton in the carcase. This tire is made only in one tread and with the fabric flap shown. It is easily put on and taken off.

The American Tire

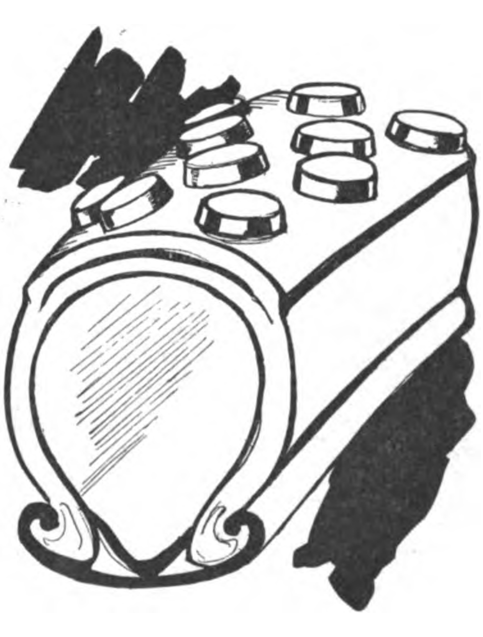
Another specimen of the popular Bailey, or rubber-studded, tread is the American motorcycle tire, here shown. This is fitted, like most of those illustrated here, to a single clinch rim and is made chiefly in this model.

NEW QUARTERS FOR THE GOODYEAR CO.

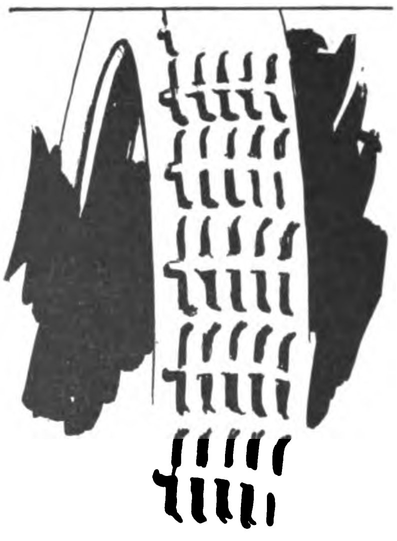
WITH an eye to economy as well as to centralization of its metropolitan warehouse, service station and offices, the Goodyear Tire & Rubber Co. is preparing to leave its present headquarters at 1972 Broadway, New York City, and move to Long Island City. There the company will be found at the corner of Jackson avenue and Honeywell street, opposite the branch of the Ford Motor Co. The new home of the Goodyear folks will be in a six-story building, with a frontage of 270 feet. It is expected that the building will be ready for occupancy some time in May. The Broadway salesroom and office will be vacated as soon as the Long Island City building is ready to receive the various departments.

INDIAN VICTORY IN DENMARK

Riding an Indian, Christopher Walter finished first in the recent road race of the Copenhagen (Denmark) Motorcycle Club. Although there were eleven different makes of machines competing, Indians took the first five places.



The U.S. Bailey Tread



The Goodrich Safety

BURCHENAL'S R.-S. STOLEN

S. D. Burchenal, of New York City, reports the theft of his Reading-Standard twin from a garage at Hamburg place and Avenue L, Newark, N. J. Mr. Burchenal has been handling a contract in Newark and had made arrangements to garage his machine temporarily at the address given. The motor number is 8405, and the machine is a 1913 model. On the right side of the tank was a transfer, and a broken flange on one of the cylinders will serve as another mark of identification. The saddle had been built over and will be seen to differ from all standard makes. The machine carried a Prest-O-Lite tank and a small lamp; a "Speedo" instrument for improving the mixture was fitted in the manifold. When it was stolen the motorcycle was fitted with a 3-inch Goodyear block tread tire in the rear and a 2¾-inch United States tire in front. One of the surest marks of identification is an unusually short rear axle. Any information relative to the machine can be addressed to Mr. Burchenal, care of the Riverside Motorcycle Garage, 533 West 110th street, New York.

A LUBRICATING TIP

From James F. Lynch, of 79 Warren street, Pawtucket, R. I., agent for the Eagle motorcycle, comes the following tip for lubricating the 1913 Eclipse clutch: "I was always deeply concerned as to the lubricating of my clutch," writes Mr. Lynch, "with the result that I did considerable experimenting with it last summer. Finally I hit upon a scheme that causes the clutch to grip like velvet. I had a half-inch hole drilled in the clutch body directly over the discs, and in the thick part of the body, so as to have plenty of thread for the screw to be inserted for oiling. It is advisable to give about fifteen drops of oil to each 100 miles of riding. This method not only keeps all of the plates wet with oil, but it also causes the oil to run in other parts as well."

INTER-CITY RACING CIRCUIT

Motorcycle clubs of Appleton, Manitowoc, Green Bay, Fond du Lac, Oshkosh, Marietta, Antigo, Sheboygan and Wausau are members of the newly-organized Wisconsin Inter-City Motorcycle Racing Circuit. The first meet will be held at Appleton, June 28, and riders from each club will participate.

THOSE HUSTLERS IN LITTLE FALLS

The Town Now Has Two Clubs and the Story of How They Were Organized Will Make You Unbuckle a Snicker or Two

By R. S. Spears

TWO days after the big blizzard, Kelsey came up from St. Johnsville, ten miles or so, with that new-fangled electric starter motorcycle of his. He had his head away up in the air, same as usual, and a look of rare content on his countenance. Kelsey's wife's folks live in St. Johnsville, and Kelsey's folks live in Little Falls, all in the Mohawk Valley. So Kelsey comes home visiting, whichever way he's going between St. Johnsville and Little Falls.

There had been a hurry call, so to speak, for Kelsey up in the Falls. It appears that Vedder, Foley, Hildreth, McNaughton, Stanley, Klock—all those fellows—were feeling lonesome one night in Kelsey's shop and they said, "Let's!" The others said, "All right!" and right off the handle came the idea of having an Indian Motorcycle Club.

The "Infants" and the "Kids" Organize

Deyo, who is the Harley-Davidson chief engineer around this part of the country, had kind of hot-footed it in the way of making up a motorcycle club. Deyo is some pumpkins and is introducing folks to his grey horse while Kelsey introduces 'em to the red hoss; you "pays your money," if you have it, and "takes your choice." Deyo has his Infants and Kelsey has his Kids. Next summer, there'll be some sights around Little Falls when the Infants and the Kids get to socializing together on the straight reaches between this community and Syracuse and Albany, west and east.

Deyo, having organized his Infants, sort of hinted to Kelsey to organize his Kids. The result was that Kelsey came riding up the road, and when the time arrived he organized, all because the Kids, mentioned and unmentioned, were feeling lonesome without any alma mater of a motorcycle post graduate course society, or whatever it is called.

The Co-ordinated Thump

So there are the two clubs in Little Falls and vicinity now; Kelsey's Kids and Deyo's Infants. Now, the value of an organization is that to the individual punch is added the mighty co-ordinated thump. The individual isn't more than a feather-weight when he stands alone; but he weighs about four hundred pounds when he is one of a bunch of fellows, so far as influence is concerned. Hence, the plain and irresistible argument which brought the crowds together; forty Indians and the Harley-Davidson bunch. They have different roosts in the same neck of woods, so to speak.

After they'd talked things over a while, somebody took a piece of paper and held it under another's face.

"Sign here!" he instructed, and so the signatures came down.

When the names numbered a score or thereabouts, it was as plain as a man's ears that something was doing. The problem was to pick a meeting day, and have all hands get there if possible. So they all got there, as far as they were able. Then they called the meeting together, and they worked over the plans and they got themselves started. It's easier to start a motorcycle than it is to start a motorcycle club.

"Who's Who" in the Club

"Who's president? Who's secretary?"

What's the odds who they are? Any club can have that kind of officials. What the club needs, first of all, is a booster. The booster is the main proposition, and nobody elects him. He ought to be elected. If elected, then the job is to take somebody who likes stirring around. Generally, that sort is self-revealing. There is never anything clubly modest about the club booster.

The official score card as to "who's who" hasn't been circulated around as regards the various members and what they stand for. Everybody is official in the Deyo Infant and the Kelsey Kid crowds. The regulation secretaries are only too willing to tell all about the elections, ballot-box stuffing, smiling for votes, and that kind.

The real thing in clubs is enthusiasm. That's the long suit of the Little Falls motorcyclers. They are boosters. Their only regret is that they have but one mouth to talk with, while decked with two ears to hear.

Following the Trolley Snow-Plow

With chains lashed fast around the three-inch tires, the boys do ride some. Deyo swings up Second street into Main, with his snow-drifters. Kelsey swings up Main street with his. They follow the trolley snow-plow along the tracks—fact!

In the good old summer time people don't look sideways to see a motorcycler. In mid-winter, they stop and open wide their yawps and exclaim, "Gracious!"

Just like that.

Those who ride the snow are expert in conditions. They stop and gaze at the roadway with keen eyes. When it has been thawing a little, and then frozen up, and the ice is as slick as grease—well, Kelsey, he sticks his nose up and rides just the same! So do some of the other wild riders. They don't let go the handlebars to blow their cold fingers, however. They hang tight fast.

They are a venturesome crew and know that icy roads are not to be trifled with, so they watch their P's and Q's every foot of the way.

Bush League Talked About

So here the boys are organizing motorcycle clubs in mid-winter. It's a spectacle that is worth seeing. They just can't wait for summer time. They just have to be talking machines and motorcycles in the hour of the deepest snow. Two clubs in one 12,000 inhabitant town in late March! By and by, the boys wouldn't be surprised if they organized a bush-league and have events, con and intra; the wild riders will have their racing events; the other riders will have their slow races and their string riding, and their obstacle dodging.

Already the boys are thinking up schemes for making the summer season interesting. They want to have things happen. They aren't speed sharks, as a rule, though some Little Falls riders never took dust unless they had to. They are planning something besides speed. They have in mind uncommon sorts of endurance runs and trick riding and similar sorts of novelties.

This is Kelsey.

A Contest for the Marksmen

The shooting bunch want to have an event in the grand Motorcycle Bee this summer, which will enable the marksmen to ride down the line, plugging away at bull's-eyes with revolvers, rifles and shotguns. The best shot gets the prize, the next a lesser prize, etc.

Then the fishermen, jealous of the gunners, want some kind of a fish-rod contest, with something doing in the way of accuracy and distance casting from the saddle. The shooters claim they have the bulge on the fishermen, but the fishermen are racking their brains for a fishing race. One scheme proposed is to start the racers with their fishing outfits for Spruce creek, and the one who comes back first with a legal trout is first prizer; and the one who catches the largest trout is second prizer, and so on down the line. In this contest it is proposed to make Game Protector John Kane referee.

Trick Riders Also Want Competition

Then, there are proposed all the ordinary stunts like hill-climbing (Little Falls has some stickers), economy runs, decorated wheels, ornamented riders, etc.

The problem of trick riding is one that appeals to more than a few. The boys are talking over that question a whole lot. They got to talking about what is the most surprising stunt a man can do on a motorcycle? Whereupon one of the boys exclaimed:

"Hold on, boys! Don't say a word! Suppose we have a surprise trick contest. The one who does the most surprising, or most difficult or most remarkable trick on a motorcycle gets the prize. That means every rider has one chance; he can perform one trick—or try to. When he has had three tries at his trick, and if he is successful, he wins a prize, but the size of the prize depends on the astonishingness of the trick. See?"

"That's right! Everybody in the game think up some trick and save it for the trick contest!"

Interest Is Already Keen

That accounts for the dark, secretive kind of an expression on the countenances of the featherweights, and lightsome riders. Some may ride standing on their heads, some standing on the saddles, some backwards, sitting on the handlebars; some may try to jump a fence, and some may try to pick up roosters by the head. It's an open field, and the boys who have the tricks to perform are liable to have a great old chance to make good. Of course, sheer deviltry is likely to have an inning, but could anything be better than a hundred mile gait? Suppose somebody turns somersaults on his machine?

The line riders—the ones who can keep to a three-inch path the farthest distance are in a fair way to have their boasts tested in the grim reality. There are boys who tell about riding a cow path six inches wide for seven miles, who tell about riding the trusses of a bridge, and all that kind of thing. These lads may have their skill analyzed.

Just Waiting for Summer to Come

What tricks are there to perform on motorcycles? The old bicycle days had a mob of performing riders; now the Little Falls Infants and Kids are planning to get up front and learn how to do things in that line. They got organized, after sundry growing pains, and now they've got their heads chuck full of ideas about how to make motorcycle riding more interesting, and appealing to more people than ever.

They even want a street cleaning contest, spreading down forty grape baskets and the one who picks them all up from the saddle quickest is to be the prize winner. If it wasn't for the S. P. C. A. there'd be one day set apart for a dog killing contest, to see which rider could bring in the largest number of pups' ears. There's a reward offered, consisting of large praise and many congratulations, for the one who kills a certain yellow dog that hangs around Main street, west of the post office, and gets his yapper busy whenever a motorcycle comes along.

At any rate, with two rival motorcycle clubs rearing around this part of the Mohawk Valley this year, there's sure to be something doing.

MEMORIES OF MY FIRST MOUNT

Once the Riding Fever Set in There Was Nothing to Do But Purchase a Motorcycle

By W. R. Steward

ONE of the chief benefits I have derived from the motorcycle, aside from excellent health, which every rider knows results from skimming over the country on a motor two-cylinder, is mechanical knowledge. It is really surprising how much one can learn about motor construction simply through tinkering with a motorcycle. My experience with the motorcycle began when I was still quite a boy. When I was seventeen years old it seemed as if I could think of nothing but motorcycles—thinking about them is perhaps the next best thing to owning one. At that time I was a cripple. What kind of a cripple, you ask? Why, financial, of course.

I would wake at night and find myself popped up on the pillows and bedclothes and gripping the brass bedpost as if I were making a hairpin turn at terrific speed. Again I would dream that I was traveling through the beautiful country with the purr of the motor sounding like sweet music in my ears. Yes, I was pretty hard hit.

A Motorcycle at Last

At last came the opportunity to buy a motorcycle at a very low price. The man let me ride the machine home to have my folks examine it. He did not make any absurd claims for it, but merely said it was a bargain and that if I really wanted a motorcycle this was my chance to get a serviceable machine at a small outlay.

One of my friends said it would be "cheap at half the price" and a number of other sarcastic remarks were passed, but, as usual, I was fixed in my determination to get a motorcycle.

When I arrived home with the machine it was the same old story; my folks kicked at the idea of my bringing home a "greasy, noisy and dangerous old thing like that" and made things pretty warm for me. Father told me that it was purely a waste of money to buy such a worn-out machine, but I felt that he did not know the difference between a spark plug and an oil gun, so I did not allow his judgment of the machine to turn me from my purpose.

Every rider remembers the thrill of the first ride on his own machine. In fact, there is a thrill in every ride for some riders, and I guess I am one of that kind. I was especially delighted—if I may use that word without encroaching upon Colonel Roosevelt's rights—because the machine gave me no trouble for the first few weeks, which, of course, served to disprove my father's theory regarding the mount's being unfit for service.

But this was not always to be the case. One fine Sunday morning I started to town to call for the mail. The post-office was about four miles from my home and I had covered about half that distance when suddenly the motor stopped firing. Then, just as suddenly, it ran all right again and there was no apparent cause for the trouble.

W. R. Steward.

Pushing on an Up-Grade

A short distance ahead of me was a steep hill—the only formidable grade on the run from my home to the town. I tried to take the hill with a flying start, but when I gave the motor a charge of oil it came to a dead stop and refused to start again. I pumped until it seemed to me as if I would pump my head off—maybe my brain needed lubricating as well as the motor—and finally I had to push the machine up the hill. At the top of the hill there was a paved road leading into the city—great for riding, but I couldn't ride. I fussed and fumed over that machine for more than half an hour. The motor would not run except with the throttle almost closed, so I rode along at almost a snail's pace until I came to a motorcycle shop.

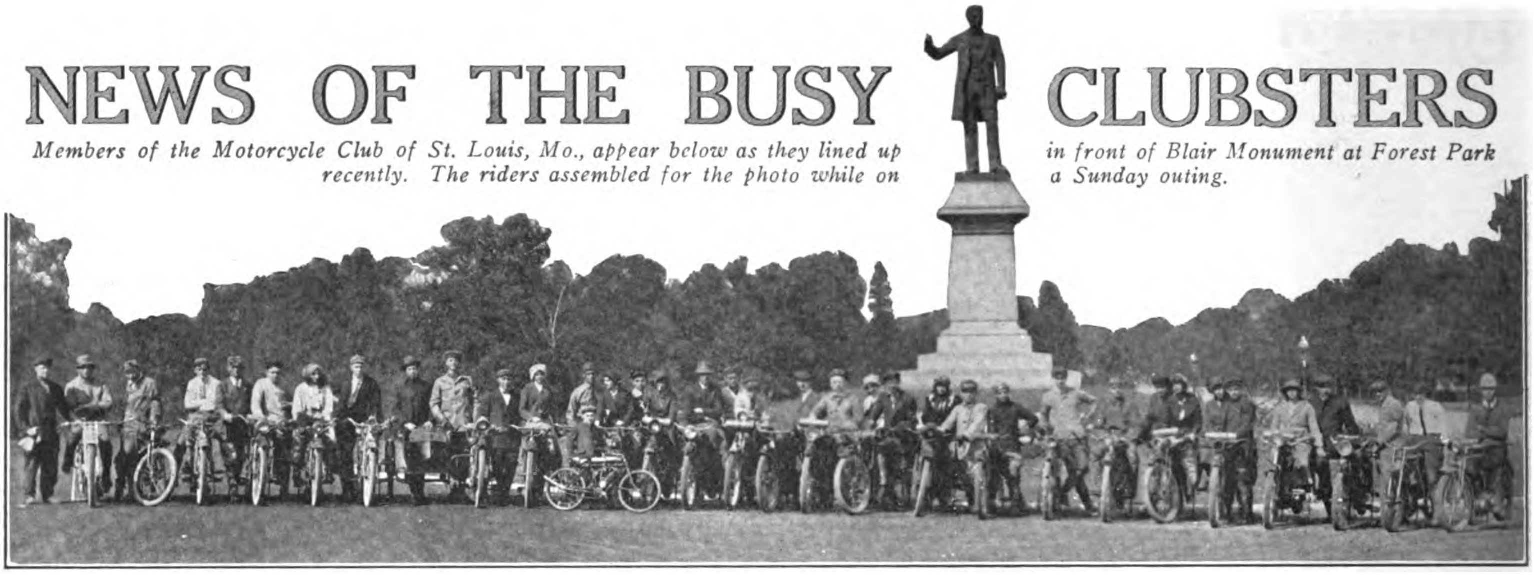
Had I arrived a few minutes later I would have missed the proprietor, as he was preparing to go on a Sunday outing with the boys. I told him in detail just what had happened and then he put in a new needle-valve in my carbureter and said "fixed." I started out again, called for the mail and was returning home when the motor began to miss once more. The more I tried to fix it the worse it got. Finally about twenty of the local riders came along on their way to the racetrack and each took a turn in trying to doctor up my mount.

The Trouble Is Finally Located

The carbureter was taken apart several times but no one could locate the trouble. At last the boys became disgusted and left me, saying that the machine was a "hoodoo." There was nothing to do but push it home. The sand was a foot deep in some places, and it was certainly an unpleasant job pushing that machine four miles.

The next day I began to tear down the motor, taking out all of the small parts. When I came to the gas pipe I tried to blow through it but found that it was clogged. Probably you have guessed the trouble. On poking a wire through the pipe I discovered that a little gasket had worked down when tightening the connections. With the dirt in the gasoline it made an effectual block. Of course, the trouble was easily remedied after being found.

NEWS OF THE BUSY CLUBSTERS



Members of the Motorcycle Club of St. Louis, Mo., appear below as they lined up in front of Blair Monument at Forest Park recently. The riders assembled for the photo while on a Sunday outing.

TRENTON MOTORCYCLE DAY

Having moved into their new home, members of the Trenton (N. J.) M. C. are entering upon plans for the new season with vigor. They expect to open the season with a big celebration to be known as "Motorcycle Day." In order to make this event successful J. R. Snedeker, secretary of the club, which is located at 109 Berry street, has invited communications from all of the motorcycle clubs within a radius of 100 miles. They propose to have all of the clubs come to Trenton on that day.

NEW LA PORTE M. C. STAFF

In connection with its March business meeting the La Porte M. C., of La Porte, Ind., elected officers for the current year. The new staff is as follows: L. E. Herring, president; Roy Sonneborn, vice-president; J. E. McCurdy, secretary; E. O. Thompson, treasurer; J. L. Paul, captain, with Warren Clark and Joe Fontz, first and second lieutenants, respectively. The directors of the club are: Conn R. Holloway, J. C. Smith and Barney Plevo.

POPE CLUB IN BROOKLYN

Pope motorcycle enthusiasts of Brooklyn, N. Y., recently gathered at the headquarters of George Uniss, the Pope agent, and organized the Brooklyn Motorcycle Club. The following were elected to temporary officership: Percy Charles, chairman; Charles D. Burtenshaw, treasurer, and William H. Sussdorff, Jr., secretary. Until permanent quarters are obtained the club will meet at Uniss' store at 117 Court street. Secretary Sussdorff, of 119 State street, invites interested riders to write to him.

WILL OPEN SEASON WITH 300-MILE RUN

An endurance run over a 300-mile course to Augusta and return will mark the opening of the spring riding season of the Savannah (Ga.) M. C. The run is scheduled for April 28 and 29. Pathfinders have already gone over the course and although it is now in poor condition they believe it will be satisfactory by the time set for the run.

Plans for the erection of a clubhouse on the outskirts of the city are being considered by motorcyclists of Youngstown, Ohio.

ST. LOUIS BOOSTERS WANT NATIONAL MEET

At a recent special meeting of the Motorcycle Club of St. Louis, Mo., it was voted that energetic efforts be made by the club to bring the 1914 convention of the F. A. M. to St. Louis. The club has a paid-in membership of more than one hundred riders, 80 per cent of whom are members of the Federation. In view of this fact it is believed that the club's bid will receive serious consideration. St. Louis is centrally located, affords excellent hotel accommodations and the motorcycle riders believe they have one of the finest race tracks in the country. The following members of the club were selected to serve on the convention committee: William F. Hellman, Press Kenneth, George Peach, W. S. Oster and I. S. Carter, Jr. The committee will solicit the co-operation of the Business Men's League of St. Louis and the financial assistance of the business houses of the city.

SACRAMENTO MOTORCYCLE DAY

Members of the Capital City Motorcycle Club, of Sacramento, Cal., are enthusiastic over plans for the "motorcycle day" celebration scheduled for April 19. In addition to competitive events, to be held on the afternoon of the nineteenth, there will also be a barbecue. On the night of April 18 there will be a decorated motorcycle parade and awards will be given to the most attractive outfits. The races will be held under F. A. M. sanction, and the club hopes to have one of the national championship events for the occasion.

A CLUB FOR SPRINGFIELD

At a recent gathering of the motorcyclists of Springfield, Ill., a motorcycle club was formed which will take the place of the Illinois M. C. of that city, which has been inactive for several months. Fred W. Sullivan, State F. A. M. Commissioner, attended the meeting, and through his experience as an organization worker was able to be of material assistance. As soon as the members decide upon a name for the club it will be incorporated under the laws of Illinois. The officers are: S. A. Wight, president; George Pehlman, vice-president; J. H. McCrea, secretary, and Millard Hysler, treasurer. Wight and McCrea are two of the oldest motorcycle riders in the State.

CLUB AFFILIATIONS

Clubs all over the country are showing a lively interest in the F. A. M. membership prize contest, and there has been a marked increase in the number of club affiliations. Among the latest clubs to join the Federation ranks are: The Quincy M. C., Quincy, Ill.; Waltham M. C., Waltham, Mass.; Yonkers Motorcycle Touring Club, Yonkers, N. Y.; College Point M. C., College Point, N. Y.; Salem M. C., Salem, Mass., and the Harley-Davidson M. C., New York City.

PLAINFIELD M. C. ELECTS

Members of the Plainfield Motorcycle Club, of Plainfield, N. J., recently met in Depot Park for their annual business meeting and election. The new officers are: Ralph Auerbach, president; James Conway, vice-president; "Bud" Klein, recording secretary; Alex Herlich, financial secretary; Leslie Hampton, treasurer; Jack Horner, captain, and Fred Rich and Lester Renninger, lieutenants.

READING M. C. PARTY

Under the able management of its entertainment committee, which was composed of George Mack, Charles Wagner, William Buel and John C. Neubling, the Reading Motorcycle Club, of Reading, Pa., recently held a package and card party at its clubrooms, 517 Penn street. Eighty of the club members, as well as a number of guests, attended.

HAWKEYE M. C. STAFF

At their annual election recently held in the club headquarters members of the Hawkeye M. C., of Burlington, Iowa, chose the following officers to lead them during the current season: Carl Fritzsche, president; Harry Manthe, vice-president, and C. F. Schwartz, secretary-treasurer.

ANOTHER CLUB JOINS F. A. M.

The West Side Motorcycle Club, of Springfield, Ohio, has recently been affiliated with the F. A. M. At present the club has a membership of 53.

C. J. Allen, of Box 292, Galveston, Tex., has been appointed F. A. M. Commissioner for southern Texas by President Patterson.

UNIFORM LICENSE PLATES NEEDED

Riders Can Help by Defining Their Needs—Have You a Suggestion to Offer?

FOR some time past, clubs and individual riders all over the country have seen the necessity for action looking towards the standardization of license plates for motorcycles, but so far there has been no concerted remedial movement, chiefly because it has not been definitely decided how a license plate should be made up to satisfy riders in general.

It is obvious that the riders themselves must decide upon a standard size and type of plate before state and municipal authorities can be expected to make progress along this line. If the selection of plates is left to state officials whose knowledge of motorcycle requirements is indirect at best, nothing but the present confusion and dissatisfaction can be hoped for. Some States will pay little or no attention to license plates, as at present, while others will go to the opposite extreme and insist upon encumbering the motorcycle with large plates, as unsightly as they are bothersome and unreasonable. That is about the situation at this writing, and little improvement can be hoped for unless motorcyclists themselves assist the authorities in defining a license plate that will meet reasonable technical requirements and also be in accord with the rights of the rider.

What Is Your Opinion?

This question therefore shapes itself: How should the license plate be made up and attached in order to give general satisfaction?

Riders are invited to submit their opinions to MOTORCYCLE ILLUSTRATED, and when a standard license plate has been decided upon, this publication will have the matter placed in detail before those officials who have in hand prospective legislation, or who may be able to remedy existing laws and ordinances concerning license plates for motorcycles.

Late developments indicate that most state and city officials are willing to co-operate with motorcyclists, and that they are hampered chiefly through lack of intimate knowledge of the rider's requirements. In short, they do not know what kind of a license plate would meet with the approval of motorcyclists. They feel that they must have a plate of some kind, and adopt the first type that is mentioned. If a clear and reasonable statement of the motorcyclist's claims in the premises could be placed before such officials they would in some cases adopt the plate recommended without parley, and in any event they would seriously consider the suggestions offered by the riders.

An Offer of Assistance

Sales Manager E. Horace Hawthorne, of the Hawthorne Manufacturing Company, makers of the well-known line of motorcycle lamps and brackets, is deeply interested in the proposition to standardize license plates, and is prepared to assist in any movement to that end. In a recent letter Mr. Hawthorne refers to the situation as follows:

"Inasmuch as there are several manufacturers making special license brackets (including ourselves) to accommodate a license tag 2¼ inches high by 5 to 8 inches long, and with the majority of the states now using this size of plate, it would seem that this type would give general satisfaction. We all understand that space is a very valuable asset on a motorcycle, and that it is desirable to bring the plate to the smallest possible size, but the legal requirements cannot be overlooked. We must provide a plate that is easily read, day or night, but one that does not encumber the machine.

"It might be advisable to form a committee with a view of bringing about uniformity in license plates throughout the country, and if such action is taken the writer will be pleased to act on the committee, or to serve it in any way possible. The license plate problem is really a very serious one for the motorcyclist, and the time appears to be ripe to improve the conditions."

WOULD ORGANIZE RACERS

Finn Huttinger, of motordrome fame, who is now conducting an Excelsior agency at Lorain avenue and West Forty-Fifth street, Cleveland, has plans under way whereby the board track racers may be organized. He is desirous of having racers write to him in order that the organization may be perfected before the season opens.

A MOTORCYCLE WEDDING

Motorcycle elopements are quite common these days, but it is seldom that one hears of a full-fledged motorcycle wedding such as is depicted in the accompanying photograph. The scene is in England, the marriage ceremony having been performed at the Grayford (Kent) parish church, where Miss Rose Hammett became the wife of Gordon Fletcher. Both are well-known motorcycle riders, having taken part in many of the prominent events, among which was the last six-days A. C. U. trial. Miss Hammett, accompanied by two other lady riders, rode to the church on her motorcycle, and Mr. Fletcher drove his new machine with sidecar.

Scene at an English Wedding Where Everybody Concerned Was a Motorcyclist.

FAREWELL TO THE SNOW SCENES

Spring's Here So Take a Final Look at the Winter Motorists

A PLEASING COMBINATION

The unusually attractive photograph which appears above comes from the Baxter Sidecar Company, of Cambridge, Mass. The picture was sent to the sidecar manufacturers by Madden Brothers, representatives of the Cambridge firm in Manchester, Conn. Alfred Maggs, of Manchester, is seen on the Henderson machine, with his family in the roomy Baxter sidecar. In referring to the outfit Maggs says that he is simply delighted with its performances. "The sidecar stood up fine with the extra load," he writes, "and the Henderson carried us all as though there were no extra load and no snow whatever."

HARLEY-DAVIDSON M. C. ELECTS

At its semi-annual election, held in connection with the March business meeting, the Harley-Davidson Motorcycle Club, of Philadelphia, Pa., elected the following officers: Howard C. Kolp, president; Elmer Parvin, vice-president; Charles Wolf, secretary; L. H. Campbell, financial secretary, and Jules Klein, treasurer. At the completion of the business session the entertainment committee provided a supper, during the course of which a few short speeches were made. Most of the club members have ordered two-speed machines for the coming season, and so numerous are the sidecar enthusiasts of the club that it is planned to form a sidecar division.

The Grand Rapids (Mich.) police department will add seven motorcycle officers to the force.

W. Kempe and Friend, of Cincinnati, Dayton Snow-Pluggers.

HERE'S ONE WE DON'T HAVE

In France motorcycles, like automobiles, are required to be registered with the war department, in order that they may be requisitioned for the use of the army in the event of mobilization. Their owners are required to appear at the town hall in their home place and not only register their machines, but give information regarding recruitment for military duty. Those who fail to observe this law are subject to either imprisonment or a fine or both.

HOBSON USED A MOTORCYCLE

Birmingham, Ala.—Richmond P. Hobson, of the House of Representatives, has just finished a state-wide tour of the state on a motorcycle in his fight against Representative Underwood, Democratic floor leader of the House, for the nomination for the long-term Senatorship in Alabama. On April 6 the Democrats at a state-wide primary will make nominations for Governor, United States Senators (one for a long term and the other for a short term), Representatives in Congress and minor state officers, and nominations by the Democratic primary are equivalent to election. Representative Hobson is out for the long-term nomination for State Senator and has used his motorcycle to reach every city, town and hamlet. So successful has the motorcycle been in this novel service that other politicians in this city and vicinity are planning to use motor two-wheelers in future campaigns.

BUCYRUS M. C. ELECTION

At the March business meeting of the Bucyrus M. C., of Bucyrus, Ohio, the following officers were elected: Claude D. Keel, president; Judd Geiger, secretary, and L. E. Donnenwirth, treasurer. On May 6 the club will hold a ball, the proceeds of which will be used for the season's racing.

Ralph C. Mount, agent for the Harley-Davidson at Marion, Ohio, writes that alterations in his store have just been completed and that the new arrangement permits of more systematic handling of his motorcycle and accessory business.

DESCRIBING THE SNOW SCENES SHOWN BELOW

During the last month photographs of snow scenes involving motorcycles and motor-sleds have been plentiful, but in all parts of the country riders are now putting their mounts in trim for spring road work and the accompanying layout of pictures is in the nature of a farewell to the snow-pluggers. The winter which is now backing more or less gracefully out of the day's news, has been a fruitful one for the amateur inventors and mechanics, and the crop of snow vehicles evolved from motorcycles was a large one, a record-breaker in fact. The number of motorcyclists who managed to keep their machines in service throughout the winter months, in one way or another, was fifty per cent. larger than in any previous year.

Picture No. 1 in the above layout shows Dr. W. C. Bell, his two sons and a friend, all of Minneapolis, and the serviceable looking outfit constructed by Dr. Bell. The second picture is also of Bell's outfit rigged up for, and participating in, a race.

Fred Sandruck, of the Baltimore Flying Merkel agency, is seen in the third photo. The motor-sled was built in the Sandruck shop. A 1912 Merkel motor was used. The motor is credited with 6 h. p. and the sled is capable of obtaining a speed of 60 miles an hour.

George K. Libby, who is seen in picture No. 4, converted his Indian into a snow outfit by simply taking off the front wheel and guards and substituting regular sleigh runners. The "sidecar" is also of Libby's construction. "It is not a highly finished product," writes Libby, "but it proved sturdy enough to carry two passengers."

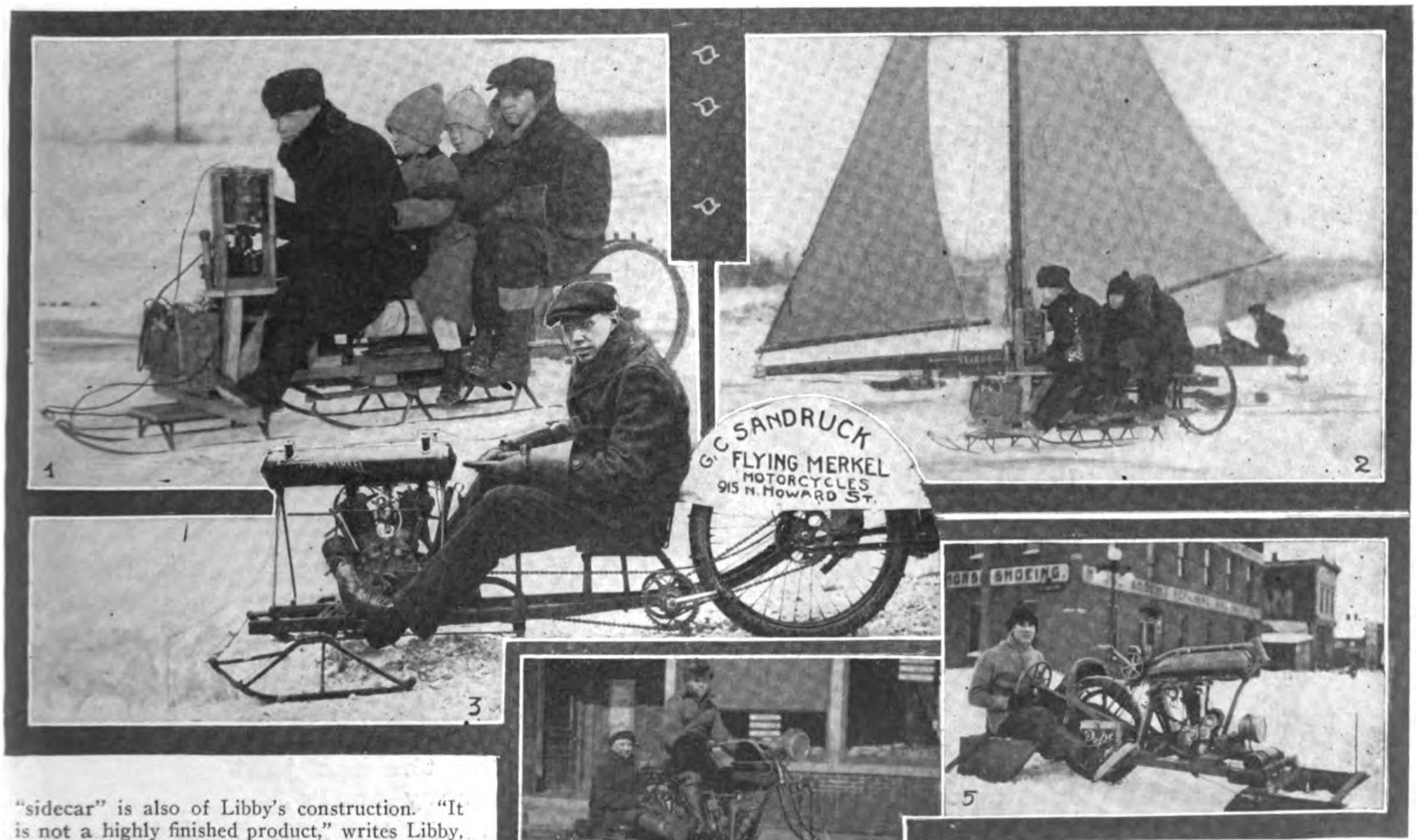
A. E. Dunn and daughter, of Galt, Ont., using a Harley-Davidson motorcycle which was equipped with special runners for travel over snow and ice.

Firmin Helmkamp, of Delphos, Ohio, who used the novel outfit shown in the fifth view, states that he has been able to obtain surprising speed with it, especially on ice. "Driving such a machine is very exhilarating," writes Helmkamp, "and I am really ashamed to tell you how fast I can go. There is no ordinance to regulate the speed of such outfits in our town, so I hit up a good pace, even through the streets. But I am at my best on the slick ice of the canal. When the throttle is wide open the motor simply sings, and the banks of the canal become two blurry streaks.

"I mounted the pedal cranks on the upper part of the rear fork and thus I am able to control the brake and also have a starting crank. I have also equipped the outfit with a Prest-O-Lite tank and lamp and have made several trips at night. After seeing my machine, nearly all the other riders in this city and vicinity started to work up similar designs, and some of them are proving successful. I am still attending high school, but every spare minute I have these days I devote to my 'skimmer.'"

INVINCIBLE M. C. ENTERTAINMENT

About seventy-five members and guests of the Invincible Motorcycle Club, of 78 Herkimer street, Brooklyn, N. Y., attended the second annual entertainment and dance of the club, held Tuesday evening, March 24. An excellent program was provided and among the chief entertainers were: S. M. Spedon, cartoonist, whose chalk talk put everybody in high spirits; James Young, who gave an illustrated lecture on Japan, and J. B. French, a member of the club, who solved a few "magic" problems. Frederick H. Chase, is chairman of the entertainment committee, and has associated with him W. S. Pollard and R. F. Graves. The officers of the club are: M. M. Aiken, president; Charles J. Davis, vice-president; C. T. Washburn, secretary; D. R. Thompson, treasurer, and H. E. Stout, captain.

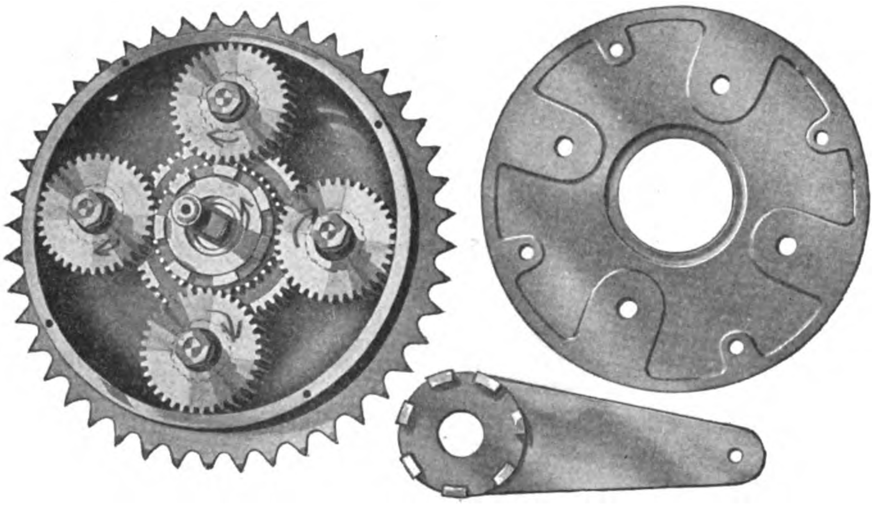


BROCKTON M. C. IN THE RANKS

The Brockton Motorcycle Club, Brockton, Mass., has lately come into the F. A. M. fold. The club now has a membership of 15, all F. A. M. members.

TWO SPEED

ECLIPSE



DOING FINE—BIG IMPROVEMENT

HARRY D. IMMEL & BRO.

5645 PENN AVE., PITTSBURGH, PA.

Eclipse Machine Co., March 28, 1914.
Elmira, N. Y.

Gentlemen:—The Two-Speeds that we have received are doing fine. It is the right dope for the 1913 and 1914 Henderson, believe me. We will have another order for you as soon as the boys begin to ride. We have at least four more good prospects for your Two-Speed outfits.

The two-speed we have ordered for the 1912 Indian, we want you to send a hub with forty (40) holes instead of 36 holes.

Yours very truly,
Harry D. Immel & Bro.

CLINTON CYCLE COMPANY

CLINTON, IOWA

Eclipse Machine Co., March 26, 1914.
Elmira, N. Y.

Gentlemen:—The Eclipse Two-Speed is a big improvement to any machine and I would not take twice what I gave for the one just received if I could not get another. Yours very truly,
CLINTON CYCLE CO., W. E. Tripp.

ECLIPSE MACHINE CO., ELMIRA, N. Y.

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J. LEO SAUER *President*
H. N. CONDICT *Secretary*

Western Representative
H. G. JACOBS
903 First National Bank Building, Chicago.

MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY—**FIRST APRIL NUMBER**—APRIL 2, 1914

ANOTHER VICTORY AT ALBANY

On March 27, Alexander Schwalbach, who represented Motorcycle Illustrated in our fight for reasonable motorcycle legislation in New York State, wired from Albany as follows:

"Christman and White bill died in Senate this morning. The Governor refused emergency measure to pass Ormrod bill. No motorcycle legislation this year."

On behalf of the motorcycle industry and the 15,000 owners of motorcycles in New York, Motorcycle Illustrated, about a month ago, requested Mr. Schwalbach to take up the matter of legislation at the State Capitol and to do all in his power to bring about the enactment of a good law, one which would be fair to both the riders of motorcycles and the public at large. As stated in the last issue of this journal, when the representative of this paper reached Albany, he found nearly a score of bills affecting the interests of motorcyclists, a few of them most unfavorably. There were one or two very good measures, notably the Ormrod bill, introduced at the behest of the Rochester riders, who have been strong for State legislation owing to the attitude of their local authorities. Mr. Schwalbach proceeded immediately to work with Senator Ormrod, incidentally having introduced a simple measure of his own, as an emergency, in the event of the defeat of the Ormrod bill. But, despite their joint efforts, and the assistance of many others in and out of the legislature, the only motorcycle legislation which made any progress whatsoever was the Christman bill, providing for an annual registration fee of $3, and making motorcycle riders subject to all the penalties provided for in the State's automobile legislation. The Christman measure was opposed because of the fact that it provided for too high a license fee and also because it did not meet the requirements of the riders of this State, who favor an entirely separate motorcycle law

About ten days before the close of the legislative session, the Christman bill was advanced to third reading in the Assembly. On March 26, a day before the Legislature adjourned, the Christman bill passed the Assembly by a vote of 81 to 39, but even at that stage it had no chance of passing in the Senate, as Senator White was energetically blocking all motor vehicle legislation except his own bill, No. 1370, providing for a registration fee of $2 for all types of motor vehicles.

In sum and substance, Schwalbach soon came to realize that no favorable motorcycle legislation could possibly get through both houses, and he accordingly devoted himself determinedly, day and night, to lining up a strong opposition to the unfavorable measures, any one of which was liable to be rushed through at the last moment. Accordingly, the representative of this journal, though disappointed in that the circumstances had made the adoption of a good motorcycle measure absolutely out of the question, succeeded admirably in the fulfillment of his duty to protect and defend the interests of the motorcyclists of this State.

Mr. Schwalbach's work merely goes to show what can be done if the proper methods are energetically and intelligently pursued. There is no doubt that the riders in this State favor a bill which would impose upon them a nominal license fee, and that they would welcome the enactment of a law which would clear the situation once and for all. It is unfortunate that the Ormrod measure, an excellent one, failed to pass. It was through no fault of its introducer or of Mr. Schwalbach, and the latter is to be congratulated upon having duplicated the notable success he achieved in fighting unfavorable legislation last year.

CONTRIBUTIONS TO THE NEW YORK STATE LEGISLATIVE FUND

Motorcycle Illustrated	$50
Stanley T. Kellogg	25
F. A. Baker & Co.	25
H. A. Gliesman	5
Thomas Sixsmith	5
G. E. Wood, Riverside Motorcycle Garage	5
G. B. Gibson, Secretary F. A. M.	1
	$116

$84 more is needed to complete the fund of $200 which will be necessary to pay the expenses incurred. Further contributions are requested from New York State jobbers and dealers, and will be published in the next issue of this journal.

A "VETERANS'" ENDURANCE RUN

"Heinie" Roberts, of Chicago, breezed into town a few days ago. Before his departure for the western metropolis, the Chicagoan, always "there" when it comes to making practical suggestions, gave the editor of this journal an idea which ought to develop into one of the most interesting events in the history of motorcycling in this country.

Roberts wants to enjoy the opportunity of entering and donating a prize for a "veterans'" endurance run and reliability trial this year, either in connection with the F. A. M. meet or as a separate event. Merely the anticipation of what such a contest would be makes us enthusiastic, and we promised him right off the reel to do all in our power to make the westerner's dream a reality. And why not?

The plan, in the rough, is to conduct an all-around endurance and reliability contest, not too severe upon the riders, that is, probably a one day's contest, for enthusiasts who have competed in endurance runs *previous to the year* 1910. The idea is to bring together as many as possible of the "veterans" of the motorcycle industry, the boys who made motorcycle history six, eight, ten or more years ago.

At a moment's notice, we cannot recall the names of all who would be eligible, but does anyone believe that it would be impossible to get at least twenty-five entries, among the following, to mention just a few of the possible entrants: H. T. Roberts, B. A. Swenson, Ed. Buffum, Jesse Campbell, Joe Merkel, Sam Chubbuck, Bill Harley, the Davidsons, Stanley Kellogg, George Meiser, Walter Goerke, Fred Baker, E. C. Crist, Art Lyon, Fred Hart, J. Shomo, John Merz, Oscar Hedstrum, Harvey Bernard, Louis Mueller, "Doc." LaSalle, George Wagner, Jim Tormey, George Squire, and a score of others. We hope those whose names we have omitted will not be offended, as it would take a page to print them all.

Roberts wishes us to announce that he will donate, as one of the prizes, a valuable silver cup; also, that he expects to win it. Motorcycle Illustrated will donate another prize. We hope to publish the names of at least twenty-five entrants in our next issue.

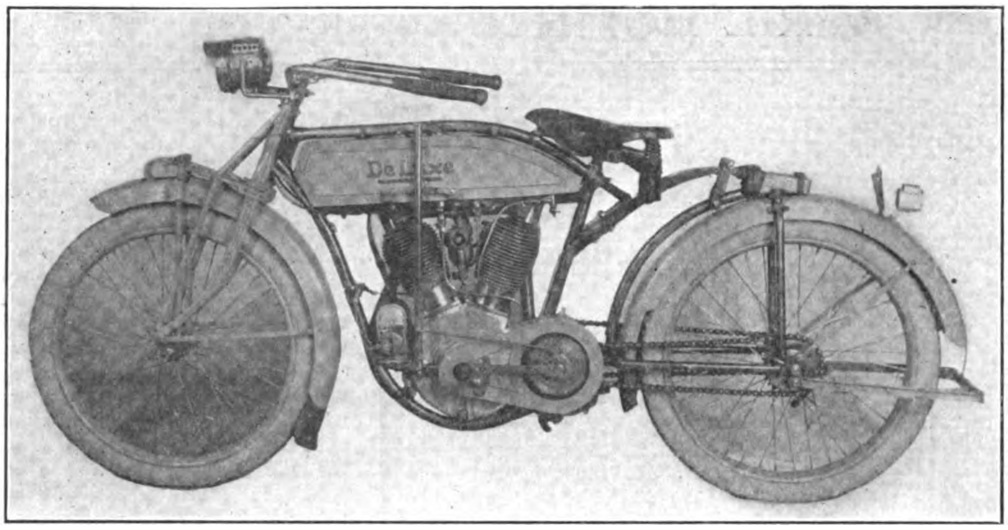
With the
Manufacturers

DE LUXE ENTHUSIAST HAS SPRING FRAME

A. A. BAMFORD, a De Luxe rider, has for some time past been testing the novel spring-frame construction shown in the accompanying photograph and reports that it **has given him satisfactory results.** It is stated that remarkable resiliency is obtained without materially detracting from the sturdiness of the machine. Mr. Bamford has obtained Patent No. 778,139 on the construction, and is convinced that it can be successfully adapted for motorcycles in general service.

The inventor states that the machine shown in the photograph was placed in service in 1912 and that it has covered about 12,000 miles over all kinds of roads. It is explained that there is a six-inch spring action to the rear wheel, and a recoil that is novel in its action in that it does not come into play until the wheel starts to return to normal. It is adjustable, permitting the recoil to be retarded as much as is considered necessary. There are only two joints involved and both are adjustable. The inventor states that the hinge on the main joint has not been adjusted since the machine was assembled. There was only one change made in the spring joint, and that was to put on a permanent cover.

Bamford asserts that the machine has been severely tested with a view of breaking the frame spring or developing play in the frame, but that such efforts have failed to develop a weak point in the construction.



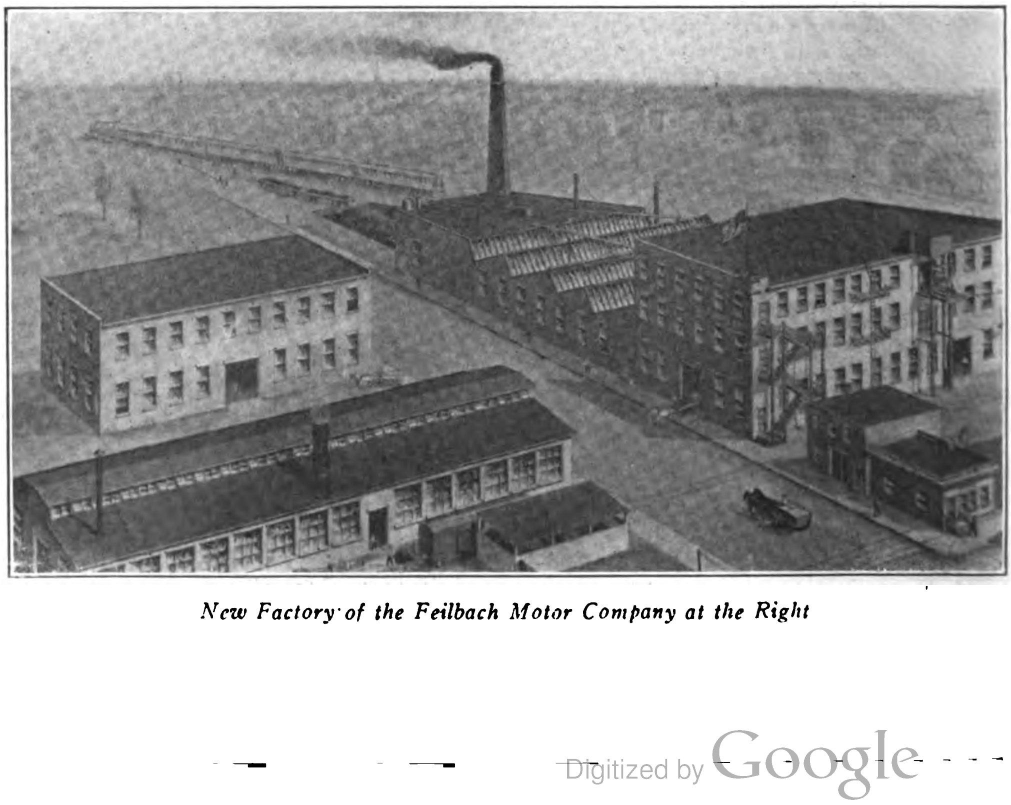
De Luxe Motorcycle with Ingenious Spring Frame Construction

THE FEILBACH FACTORY

At the right of the accompanying photograph appears the new factory of the Feilbach Motor Co., Milwaukee, Wis., which is now in operation. The factory is located on one of the highest spots in the city and overlooks the Milwaukee River. It is only five blocks from the new Milwaukee motordrome. It will be noted in the photograph that the Feilbach factory comprises a main building of three floors and a large "sawtooth" extension. The factory is so situated that the lighting and ventilating conditions are ideal, and the various departments have been arranged to the best possible advantage. The factory has a total floor area of 23,500 square feet.

The office will be located on the first floor facing Burleigh street, and the remainder of the ground floor will be devoted to the main machine shop. The second floor will be given up to the shipping department and the paint shop. The third floor will accommodate the motor-assembling department and the department for completed machines.

The building which now houses the Feilbach interests was originally the Brodessor elevator plant, and it has been found admirably adapted to the manufacture of motorcycles. The Feilbach company announces that it will build between 1,000 and 1,200 motorcycles this year, and that the outlook for business is exceptionally bright.



New Factory of the Feilbach Motor Company at the Right

TRADEMARKS ARE VALUABLE

"One of the objects of the recently-organized association of spark plug manufacturers is to bring about a better realization on the part of individual manufacturers of the trademark value it is possible to create in spark plugs," said Secretary J. Waterman Fischer, Jr., in an interview a few days ago. "We believe that a more thorough understanding of this point and others of kindred interest will help all the plug makers, and that the whole motor trade will be indirectly benefited thereby. While there are no concrete results to show as yet, it is worth while to note that the new association is also looking into various trade abuses and that remedial plans are being carefully worked out.

Secretary Fischer, who is sales manager of the Silvex Company, manufacturers of the Bethlehem Five-Point spark plug, will be glad to receive communications from those who are in any way interested in the spark plug association. He may be addressed care of the Silvex Company, 60 Wall street, New York.

LYMAN IS WELL-EQUIPPED

L. B. Lyman, sales manager of the motorcycle tire department of the B. F. Goodrich Co., who lately moved from Akron, Ohio, to Tallmadge, is now one of the best-equipped workers in the trade field from a transportation viewpoint as well as otherwise. Tallmadge is a country place five miles from Akron and in order to make his trips to and from the factory Mr. Lyman purchased a light automobile. The roads bothered him, and he was finally compelled to use a motorcycle. This mode of transportation proved satisfactory, but Mr. Lyman, who is somewhat interested in athletics, suddenly decided that he could obtain a lot of valuable exercise by riding a bicycle to and from Akron. When the roads were very bad he used his bicycle between the railroad tracks and thus managed to keep up with his schedule. He now has a Ford motor car, a motorcycle and a bicycle, and reports indicate that he is going in for the all-round athletic championship of the motorcycle industry.

A POLICE CHIEF'S LETTER

The Herman Bumiller Co., of Cincinnati, Ohio, has received the following self-explanatory letter from Chief of Police William Copelan, of Cincinnati:

"During the year 1911 two Indian motorcycles were purchased by this department and during the year 1913 twelve more were purchased. These machines were placed in service at the outlying sub-stations for the special purpose of answering alarms for police, etc. The machines have proven very satisfactory and have met all requirements of the service. They are frequently put to a severe test by reason of bad roads in the outlying districts, but I must say have stood the test well, and I can unhesitatingly recomend them for use in any police department. We have no other motorcycles than the Indian in use in this department.

"The mileage record of the two 1911 machines is 65,000 miles for one and 62,000 miles for the other, both machines being still in good condition.

"The last twelve machines have a total mileage record of 44,820 miles to date."

IMPROVED TIRE TESTER

Of chief interest to the motorcyclist in the large assortment of products of the Improved Gauge Manufacturing Company, 302 West Water street, Syracuse, N. Y., is the tire tester, which is reproduced herewith in its actual size. The tester is quick and accurate and the indication is obtained simply by holding it on the tire valve. The pointer remains at the tire pressure until removed to zero by a stud in the cover. It is simple of construction and the parts are strong and non-corrosive. All improved gauges are provided with a high-grade Borden tube which is said to be non-stretchable. The tester is listed at $1.

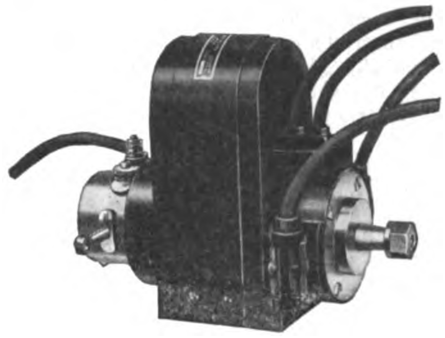
20
40
60
80
100
120
IMPROVED GAUGE MFG. CO.
SYRACUSE, N.Y.

Papers have been filed with the Secretary of State at Columbus, by the Goodyear Tire & Rubber Company, Akron, Ohion, making an amendment in its charter relative to preferred stock.

NEW BERLING MAGNETO IS READY

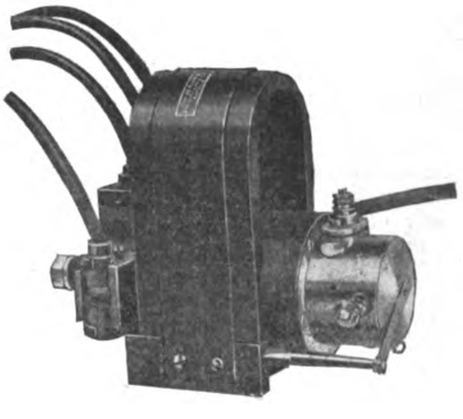
Latest Product of Ericsson Mfg. Co. Is Credited With Great Efficiency

THE accompanying illustrations give two views of the new Berling magneto, the ND-21 type, which has just been placed on the market by the Ericsson Manufacturing Company, of Buffalo, N. Y. This ignition machine is intended for use on motorcycles, cyclecars and motor boats, according to the neat catalog which the company is now distributing. It is designed with the special aim of meeting the requirements of the two-cylinder motor, the system being of the dual type in order to provide a battery spark for starting and the usual high-tension magneto ignition for running.



The magneto is credited with being dirt, oil and waterproof, but all the parts are easily accessible. The dual feature of the ignition is provided by a simple combination of the collector ring and distributor, thus eliminating gears and extra bearings. The interrupter and timer are combined. The high-tension cables are brought out directly from the terminals of the magneto in such a manner that no metal parts are exposed, thus doing away with the possibility of "missing," caused by water or dust grounding the high tension terminal. Dirt and water are prevented from entering the driving end bearing by a felt washer.

The makers state that the improved Berling magneto will throw a spark 3/16 of an inch in length at a speed of 75 revolutions per minute. An extremely small air gap between armature and field, about 5/1000 of an inch, accurate proportioning of magnets and armature, a snappy interrupter and correct application of the magnets to the field are all factors in giving high efficiency. Full details relative to the new magneto will be forwarded on application.



STEWART-WARNER CHANGES

Frank M. White, formerly manager of the Stewart-Warner Speedometer Corporation's New York branch, and who for the last two years has been at their factories in Chicago, has returned to take up his duties again as manager of the New York branch. F. O. Fleischer, who has acted as New York manager, remains as office manager.

J. J. Hildebrecht, who has been manager of the Pittsburgh branch, has taken up his new duties as a special salesman, and has been succeeded in the Pittsburgh branch by A. T. Henderson.

To the long list of Stewart-Warner service stations have been added the following: the Schmidt Company, 90 Albert street, Winnipeg, Man.; El Paso Speedometer Service Station Company, 315 Texas street, El Paso, Texas; Scranton Speedometer Service Station Company, Scranton, Pa.

SIGNS FOR THE DEALERS

The Harley-Davidson Motor Company is now furnishing dealers with neat pressed steel signs, enameled with the company's trade mark, and announcing that the dealer handles Harley-Davidson oil. In order as far as possible to guard against the use of improper oil in its motors the Milwaukee company is prepared to supply the precise grade of oil needed. Hence the signs.

Of the twenty-nine motorcycles exhibited at the Annual Motor Show recently held in Toronto, Ont., 76 per cent. were equipped with Bosch magnetos.

MAJESTIC PRICES CORRECTED

An error was made in the prices printed in the advertisement of the Majestic Mfg. Company in the second March issue of MOTORCYCLE ILLUSTRATED. The correct prices are: For the delivery van, $65; combination windsplitter and delivery van, $95.

MOTORCYCLE CLOTHING.

Motorcyclists desiring a distinctive riding garment will find much to interest them in the products of Bird, Jones & Kenyon, of Utica, N. Y. The accompanying illustration shows the company's long two-in-one slip-on style coat. It is opened in the back so that the skirt may be wrapped about each leg, forming a thigh protector and coat in one garment. It has a military collar with a high band, and buttons close around the neck. The cuffs are adjustable and there are two large slanting pockets with inside slash to reach undergarments. The garments are cut large, full and roomy, with long sleeves, so as to fit comfortably over ordinary clothing. A post card addressed to the Utica firm will bring a neat booklet illustrating and describing the company's extensive line. The booklet also contains samples of the various colors and qualities of cloth.

A SHOCK-ABSORBING HAWTHORNE BRACKET

FOLLOWING its usual custom of making each new model a big improvement over the preceding one, the Hawthorne Manufacturing Company, of Bridgeport, Conn., has brought out a unique shock-absorbing lamp bracket on which may be carried the lamp and a generator, gas-tank, or an "Old Sol" electric outfit. The bracket is very simple in construction and needs no extra attachments to adapt it to any of the apparatus mentioned. When the gas-tank is fitted luggage can be carried on top of the brackets. The shock-absorbing feature enables the use of extra heavy headlights, if desired, and it assists the action of the spring forks in addition.

Referring to the illustrations, the bracket consists mainly of two side-members somewhat triangular in shape and bored with a large central hole in each. The sides at their upper part are bent over toward each other until horizontal to form a sort of shallow platform or ledge. The shape of each ledge is like a capital U with very short arms and long base. The arms of the U are drilled with a pair of rectangular holes for luggage straps and there are two circular holes near each end of the base for clamping the gas-tank band to. In the center of each base is a rectangular hole for receiving the lug of the "Old Sol" battery box when the latter is mounted on the carrier. The side members taper at the front and are fitted with upright lamp studs, while at the rear the members slope inward and are bushed. At the bottom of each member is cut a slot for the springing device, described later on. The lamp is mounted on the upright studs in the usual way, and within the rear bushing is fitted a bolt which serves to attach the member to the forks of the machine by means of a clamp, but at the same time will allow the bracket to oscillate on the bushing around the bolt. This bolt is shown at F in the illustration.

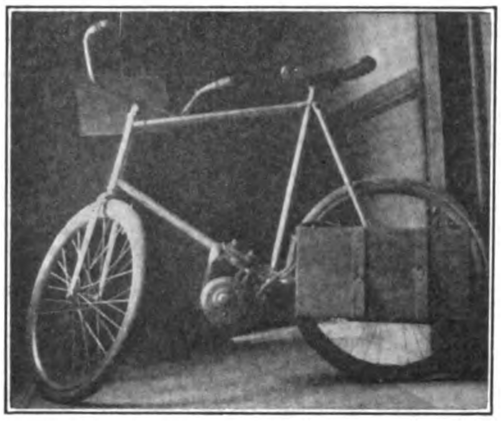
Springing Device

Attaching to the fork-side lower down is a twin piece A whose end B is curved upward when in place. Where the curved part starts the piece is necked and a washer E with slots keeps the twin pieces in proper relation to each other. Over the curved piece is fitted a spring and another washer D similar to the first is fitted near the upper end of the twin pieces. The whole is arranged in the slot in the bracket side-member, and the bolt which holds the twin pieces together is bushed. The springing action is around F as a center; when the downward motion comes, the bracket moves downward and rearward, compressing the spring C between the washers D and E and absorbing all shock. On the return stroke, the spring C opens out again and the parts resume their normal position.

The figure on the left will indicate the method of carrying the lamp and generator. The company's Number 5 generator is shown in position, supported by the inturned top of the bracket. The central figure shows the gas-tank and luggage in place, the latter being held by straps passed through the holes in the top of the bracket. The gas-tank is placed through the circular side-holes and supported by means of the band G. The electric outfit is shown at the right, the battery box being clamped to the bracket through the holes in the center of the inturned top on each side.

BLAISDEN MACHINE HAS ELECTRIC MOTOR

WHAT may be termed an electric motor-bicycle is the machine shown herewith, which has been constructed by E. J. Blaisden, of 227 West Forty-sixth street, New York City. It is a most ingenious yet simple arrangement of storage batteries and electric motor, fitted to an ordinary pedal cycle, the power plant being capable of subdivision into three units of fifty pounds each. Being readily demountable, the whole machine can be taken into a city house in units and this eliminates any special garaging.



The bicycle used has the pedals removed, but the pedal-gear is retained. The electric motor, of one and one-eighth horsepower, is fitted to the frame at the base of the down-tube, and drives the pedal-shaft by means of a silent chain. The final drive is by another chain from the pedal-shaft to a sprocket on the rear wheel. The batteries are arranged in two cases, one on each side, and attached to the rear stays. Three Vesta lighting type batteries are fitted in each case. Control at present is by opening or closing the circuit from the batteries to the motor, but a rheostat will be fitted.

The machine is fitted with 1⅛-inch bicycle tires and is geared so as to give a speed of 46 miles per hour. It is to be used in trick riding on the stage, at present, by Mr. Blaisden, but when fitted with rheostat and brake, it should be a good city vehicle, as its operation is practically noiseless. The owner purposes interesting capital later with a view of manufacturing the electric machine. A mileage of 200 per battery charge is claimed.

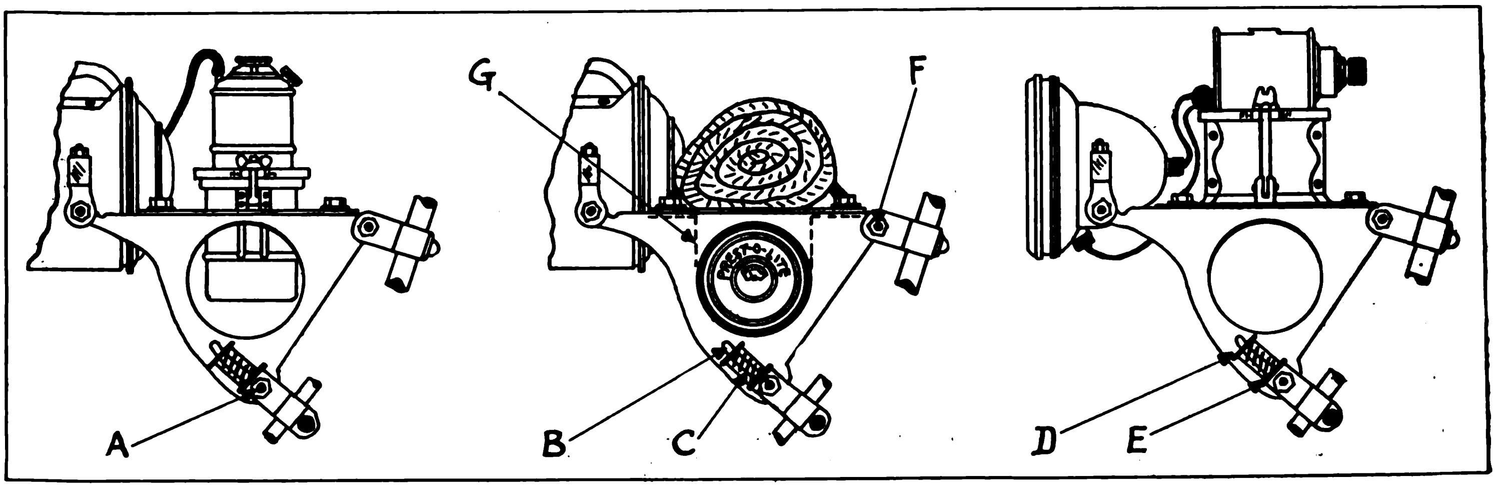
A DEALERS' AID BUREAU

The latest plan of the Miami Cycle & Mfg. Co. to assist its dealers involves the operation of a Dealers' Aid Bureau, which is intended to give the agent information on a variety of helpful topics, to coach him in salesmanship, to supply business-boosting ideas and to point out methods of improving the motorcycle sales field in general. Bulletins 3 and 4 are now being sent out from the bureau and a moment's consideration of the information embodied in them leads to the conclusion that no Merkel dealer can afford to overlook them. When the bureau was started the first bulletin was sent to a long list of Merkel representatives and 80 per cent. of those on the list jumped at the chance to receive further bulletins. As a result an extraordinary spirit of co-operation has sprung up and the results are already apparent to both the company and the dealers. Merkel dealers who have not received bulletins 3 and 4 will do well to drop a card at once requesting the factory folks to put them on the list.

THOSE FEILBACH PRICES

New proof that "appearances are deceptive" was contained in a recent advertisement of the Feilbach Motor Co., in these pages, which stated that the single-

(*Continued on page* 41.)



The New Hawthorne Shock-Absorbing Bracket, Showing the Various Methods of Adaptation

if the two-speed Yale will not outdo in actual demonstration any other motorcycle in the world—we do not want your money.

by this we mean that if the two-speed Yale can't do more, can't do it easier and can't do it better—we don't want you to buy a Yale.

we mean that if it does not outdo any other motorcycle in hill climbing, in endurance, in pulling power, in starting, in stopping, in all-around flexibility—we won't ask you to buy.

if this is true—and it *is* true as sure as the sun rises and sets—you are bound to put it to the test and to the proof before you spend your money.

The Yale Dealer Can Show the Buyer That He's "Got the Goods"

The 1914 motorcycle buyer is the most critical and exacting purchaser that ever entered a motorcycle store.

He **knows** that a **good two-speed** is an essential part of a **good** motorcycle.

And, knowing this, he insists that **his** machine be a **good two-speed.**

There's no use arguing with him—he knows what he wants; and he's going to **get** it.

He wants a **good** two-speed.

And he wants to be **shown** the "goods" before he buys.

That's why the Yale dealer has the advantage of every other motorcycle dealer in the land.

He "has the goods"—and he doesn't have to ask the buyer to take his word for anything.

With the buyer in the sidecar he can ride up hills so steep that the most powerful of the old type of machines couldn't get up, even without a sidecar.

He can stop and re-start, smoothly and easily, right in the middle of the grade, if he wishes.

He can show the buyer how easily the "Big Y" pulls through deep mud or heavy sand—

He can carry him in the sidecar through muck or mire in which the old type of motorcycle would falter and fail.

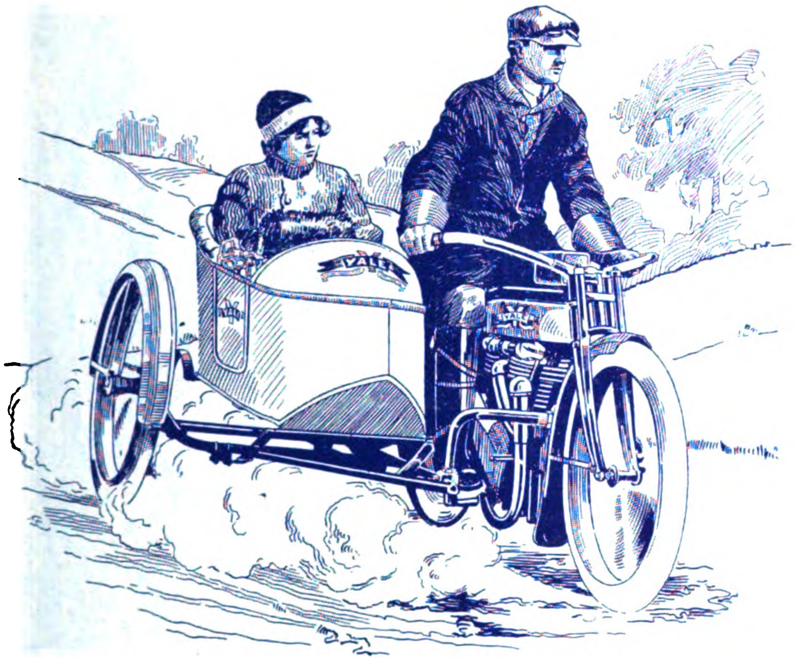
He can show the buyer how simple, how easy it is to control the Two-Speed Yale —with a single motion of one hand—or a push on the perfected foot control when preferred.

He can show the buyer, in a hundred different ways, the **simplicity,** the **efficiency,** the **flexibility** of the Two-Speed Yale.

He can do things that no other motorcycle in the world would attempt.

He's "got the goods"—he has what the buyer wants—and one single demonstration will clinch the sale.

Sidecar Sales Add to the Profit That the Two-Speed Yale Makes Certain



When the Yale dealer takes his prospective buyer for a ride in the sidecar, he accomplishes two things:

First, he proves conclusively the wonderful *ability* and *versatility* of the Two-Speed Yale.

And, second, he paves the way for the sale of a sidecar as well.

There is no effort required to shift gears, no trouble in stopping, starting, slowing down—no road that is impassable; no hill that is too steep.

For the "Big Y" has such an abundance of power that it carries the sidecar passenger along smoothly and comfortably, regardless of bad roads or stiff grades.

There is no bumping—no jolting—no jarring—none of the discomforts that the sidecar passenger used to undergo.

Attached to the older, less able type of motorcycle, the sidecar acted as a drag.

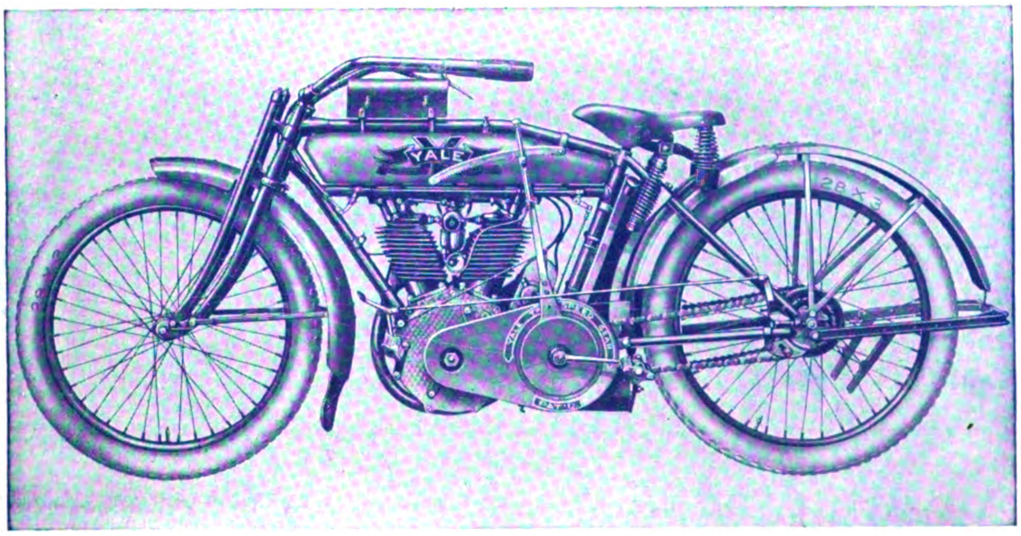
Attached to the Two-Speed Yale, it acts merely as a steadying influence—it helps to prove *how much more* the Two-Speed Yale can do.

No other kind of motorcycle will carry the sidecar as easily and as smoothly as does the Two-Speed Yale.

No other kind of motorcycle can even approach it in such a strenuous demonstration.

Nine times out of ten the Yale dealer will be able to sell a sidecar as well as a "Big Y."

So the sidecar is certain to add greatly to the profits of the Yale dealer—if he is awake to his opportunity.



Two-Speed Yale Twin, showing the simple and compact patented two-speed gear built into countershaft as a regular part. Control entirely by one lever, with auxiliary foot control for use without removing hands from bars when desired. Big two-cylinder motor of unusual power and flexibility, with cooling flanges in line with air currents to allow free circulation of air about rear cylinder. See full description in Yale catalog.

The Yale Dealer is Sure to Make Big Sales This Year

The Yale dealer has the **kind** of motorcycle that the 1914 buyer wants.

He has a Two-Speed motorcycle—and it's a **good** Two-Speed.

It's a Two-Speed that's **built-in**—not a patchwork attachment.

It's a Two-Speed that's an integral part of the machine—so constructed that it will get least wear and yet give the best balance.

It's a Two-Speed that is simple—simple in construction, simple in action, absolutely simple to control.

It's a Two-Speed that's practical—a Two-Speed that **works**—positively and practically infallibly.

And when it comes to "working"—all the Yale dealer has to do is to give a demonstration.

If the demonstration doesn't result in a sale—it won't be the fault of the Two-Speed Yale.

Because the "Big Y" will **out-pull** and **out-climb** any other motorcycle in the world.

The number of Two-Speeds on the market is small—and not one of them is even comparable to the Two-Speed Yale.

That's why the Yale dealer is sure to make big sales.

You must act quickly to prepare yourself for the big demand for good two-speeds. You have your chance now. Don't let it pass. If you're in open territory, you may be able to get the Yale dealership. Write us at once—to be safe, wire.

***The* CONSOLIDATED MFG. CO.,** **1730 Fernwood Avenue, Toledo, Ohio**

Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY, Los Angeles and San Francisco

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, and all kinds of Drop Forgings.

(*Continued from page* 36.)

cylinder model was being priced at $240, while the 10 h. twin was listed at $290. These prices and a half-tone illustration of the Feilbach Limited passed under several pairs of keen eyes without arousing suspicion, and when the errors were finally detected the proofreaders summed up their defense by saying: "Well, that twin surely looked like a $290 motorcycle, and while we did not have a picture of the single we took it for granted that $240 would be quite reasonable for it."

That's all there was to it. They were fooled by the strong lines, fine finish and general air of capability of the Feilbach Limited, and instead of making the prices $225 and $275 for the single and twin models, respectively, they allowed the incorrect prices, $240 and $290, to get past them. The Feilbach folks would no doubt be justified in adhering to the latter prices, on a basis of value delivered, but they insist that they will not accept more than $225 for the single, and that there is no use in trying to force one "sou markee" more than $275 upon them for the sturdy twin.

"MIT SMILINGS"

As we go to press the following portentious letter comes to hand from Frank Rodger of the Harley-Davidson staff:

"Mit smilings.

"You ought to see the bunch around here. Talk about smiles—broad ones.

"Arthur Davidson has a baby boy—seven and one-half pounds. The new arrival came to Milwaukee Saturday afternoon and ever since then Arthur has been kind of chesty.

"You will recall that 'Bill' Harley's boy welcomed a little sister last summer and that within a week Walter Davidson proudly announced the arrival of a second son. Walter and 'Bill' Harley have been kind of 'lording it' over Arthur since then. But you ought to see him today.

"And, incidentally, they have broken the tie. You know that 'Bill' Davidson had as many children as the rest of them combined. 'Bill's' five and their six make eleven Harley-Davidson kids, and now we are waiting for one more to make it an even dozen."

AN INSTRUCTIVE FOLDER

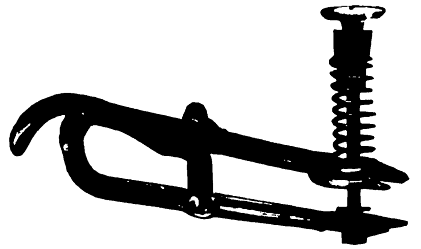
An unusually helpful folder dealing with the care and lubrication of "The Coventry" chains is now being distributed by the Herbert F. L. Funke Co., Inc., exclusive representatives of the Coventry products in the United States. It goes without saying that the motorcyclist who wishes to obtain uniformly satisfactory results from his machine must give the transmission agent reasonable attention, and if chain drive is employed the rider should know when and how to treat the chain. The new Coventry folder tells all about the process, clearly and authoritatively. A postcard addressed to the Herbert F. L. Funke Co., 116 Broad street, New York City, will bring the folder to any motorcyclist. The company is also prepared to furnish any reasonable quantity of the folders to dealers without charge.

NEW POPE TWIN MISSING

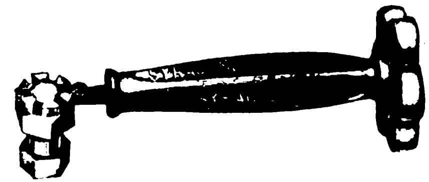
W. Bell, agent for the Pope in Kansas City, Mo., writes that thieves recently broke into his store at 1008 East Fifteenth street, and stole a new 1914 Pope twin. The motor number of the missing machine is 2484.

HANDY "E-Z" TOOLS

A bulletin from the Syracuse Wrench Company, 300 West Water street, Syracuse, N. Y., states that the company is now giving special attention to its motorcycle products, chief among which are the "E-Z" cotter pin puller and the "E-Z" valve lifter. Both the cotter pin puller and the valve lifter are invaluable to the rider who does his own repairing. The pin puller pulls the pins from any angle and does not break or distort the loop. The pin is straightened and retained in the tool so that it may be used again. The valve lifter is self-locking, adjustable and when in position allows of the free use of both hands. It has a direct vertical lift and does not bind or lift the valve stem. The valves may be ground or removed while the lifter is in place. The valve lifter sells for $1, while the cotter pin puller is listed at 75 cents.



The Valve Lifter



Cotter Pin Puller

THAT SLIDE-VALVE MOTOR

A flurry of excitement was caused in motorcycle trade circles a week or two ago by the announcement that the Harley-Davidson Motor Company had under consideration the manufacture for 1915 of a slide-valve motor which was patented some time ago by William Harley. As a matter of fact the motor referred to was designed by Mr. Harley about two years ago, and has since received little or no attention from the Harley-Davidson company, according to a statement from the factory. The motor was considered a success, as far as its operation was concerned, but it did not deliver more power than the standard Harley-Davidson motor and was somewhat more complicated. Accordingly it was placed on the shelf, but the patent had already been applied for and Mr. Harley simply allowed it to take its course. It is stated that the motor would require a little more experimentation before it could be offered to the public, and that the Harley-Davidson company has no intention of using it. The company is well satisfied with the power plant that is now being used in its machines.

ASH'S EASTERN TRIP

J. W. Ash, of the Miami Cycle & Manufacturing Company, recently completed a tour of the Atlantic States, during which he visited Buffalo, Syracuse, Springfield, New York, Philadelphia, Baltimore, Washington, and Atlanta. Mr. Ash found that, as the weather improved, the sales situation was brightened in each locality he visited. He repeated the warnings given time and time again by practically every motorcycle sales manager, to the effect that the prospective demand for machines is bound to be so much larger than the immediate supply that only those dealers who are ordering now, or have already ordered, will be able to meet the requirements of their customers.

THE JUST VALVE GRINDER

In referring to its "Simplicity" valve grinder the J. H. Just Specialty Works, of Syracuse, N. Y., state that the tool has been greatly improved for 1914, and that it is already in wide demand. As indicated by its name, the grinder is constructed with special regard for simplicity. It is not only easily handled, but the special ball bearings, heavy gears and fine balance insure strength and durability.

THE BALL BEARING MARKET

An idea of the extent to which the ball bearing industry has developed may be had from the fact that the F. & S. Ball Bearing Works, of Germany, whose products are handled in this country exclusively by the J. S. Bretz Company, 250 West Fifty-fourth street, New York, recently sold its 33,000,000th set of bearings. Ernst Sachs, founder of the company, obtained his patent on ball bearings in 1904 and started to manufacture the same year. Four thousand men are now employed in his plant. The J. S. Bretz Company handles a large volume of this tremendous business.

SOUTHER JOINS FERRO COMPANY

Cleveland, Ohio.—Henry Souther, widely known as a metallurgist and engineer, has identified himself with the Ferro Machine & Foundry Co., of this city, and has been elected vice-president of the company. For the last four years or so Mr. Souther has been associated with the Standard Roller Bearing Co., being responsible to them for the character and quality of the material used in their products.

HUGH H. YOUNG SIDECARS

Neat descriptive circulars are now being distributed by the B. A. Lake Manufacturing Company, of Mansfield, Ohio, makers of Hugh H. Young sidecars. These sidecars are distinguished by their flexibility and an interesting account of their construction and capabilities is given in the new circulars, which may be had upon application to the Mansfield firm. The company writes that at the present time it is "swamped with orders."

MOTT RIM DISTRIBUTORS

The Mott Wheel Rim Works, of Utica, N. Y., announces the appointment of two new distributors for its products in the Middle West: H. D. Roberts, of Chicago, Ill., and William H. Nash, of 809 Woodward avenue, Detroit, Mich. Nash was formerly associated with the McClernan Steel Company, of Chicago, and W. K. Prudden, of Lansing, Mich.

BUILDING TIRE PLANT

Construction work on the plant of the National Tire & Rubber Company, of East Palestine, Ohio, is now being carried on under the direction of the Security Construction Company, of Youngstown, Ohio. It is expected that the plant will be ready for occupancy by the last of April.

MOTORCYCLES
DEALERS
SUPPLIES, ETC.

THE MOTORCYCLE SHOP

A. BERNSTEIN
443
BICYCLES
REPAIRING

SELLING A CARLOAD A WEEK

A carload of machines a week is the unusual sales record being maintained by O. H. Lang, the Chicago agent for the Harley-Davidson. Sixty-five per cent. of the machines sold have been two-speed twins, 25 per cent. regular model twins and 10 per cent. two-speed singles. Since January 1 Lang has sold forty-three Harley-Davidson singles to the Chicago Telephone Company. The machines are of the chain-drive type and are used by the linemen in all kinds of weather.

LARGE THOR SALES IN WEST

Late bulletins from the Aurora Automatic Machinery company, Chicago, Ill., are to the effect that, although the company is making shipments to all parts of the country, especially large orders are coming from the West and Northwest. Two carloads of twin models have been sent to the San Francisco distributor and one carload of twin models has been sent to the Los Angeles dealer.

TWO TRENTON AGENCIES

Herewith are shown the stores of two of the energetic motorcycle dealers of Trenton, N. J. The Motorcycle Shop, representing the Thor, at 162 Peach street, is seen in the top picture, while the picture at the left shows the store front of the Excelsior agency, 443 South Broad street, of which A. Bernstein is the proprietor.

APPOINTMENTS IN INDIANAPOLIS TRADE

INDIANAPOLIS, IND.—John Kinney, 244 North Illinois street, jobber and retailer in the motorcycle, bicycle and accessory business, has been appointed State distributor for the Flying Merkel. Before entering business for himself Mr. Kinney was connected with the Hearsey-Willis Company, of this city. He is not only well known to the trade, but is popular in club circles and is now State F. A. M. referee.

A new motorcycle agency had just been established here by the firm of Bowever & Evans. They have contracted to handle the Feilbach Limited in Indianapolis and vicinity.

The Sterling Motor Company, successors to the American Motor Company, of Brockton, Mass., has appointed Clyde Capshaw, of this city, as distributor for the Eagle motorcycle in Indiana. Mr. Capshaw is one of the oldest motorcyclists in the city and has a host of followers.

The Gus Habich Company, agent here for the Excelsior, has just sold three machines to the Home Lumber Company, also of this city. The machines are to be used by superintendents of the construction department in their trips from one yard to another.

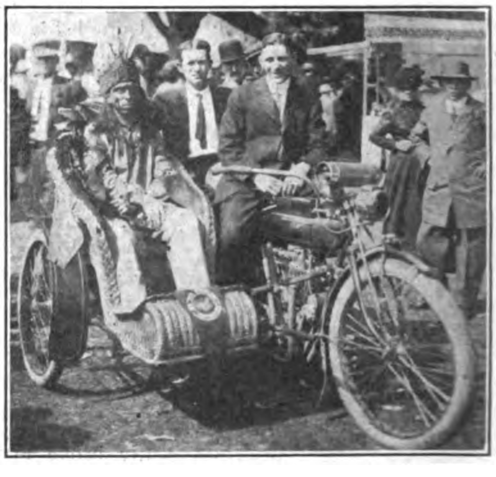
John Merz, the DeLuxe dealer and popular speedster, is enthusiastic over plans for a tri-state run. Many of the Indianapolis riders have already expressed their willingness to participate in the run as planned by Merz. It is to be a 36-hour grind, and will include three important motorcycle centers. Merz proposes to have the riders leave Indianapolis at daylight, ride through the sand hills of Southern Indiana and arrive at Louisville, Ky., in time for dinner. They would then proceed to Cincinnati, which place should be reached in the early evening. A short stop would here be made for obtaining a meal and fuel supply. Leaving the Queen City the contestants would go to Dayton, passing through there in the early morning. Richmond would be the next point of interest, but no stop would be made, as Merz plans to have the riders reach Indianapolis by noon. This event will materialize if the State F. A. M. comes to Indianapolis, but this has not been definitely decided, as a number of other clubs throughout the State are endeavoring to bring the convention to their respective cities.

A NEW YORK DEALER

Incorporation papers have been filed with the Secretary of State by the Yorkville Bicycle Exchange, of 21 East Fifty-ninth street, New York City. The company will deal in bicycles, motorcycles and supplies, and its incorporators are: William R. Muller, L. Muller and E. H. Johnson. The company has a capital stock of $500.

FRUITFUL ADVERTISING

During the last county fair at Troy, Ohio, the Indian dealer advertised his machine in the attractive manner illustrated in the accompanying photograph. That his publicity methods were fruitful is evident in view of the fact that during the fair he sold twenty-one sidecars of the model shown.



COAST FIRM STARTS BIG SALES CAMPAIGN

SAN FRANCISCO, March 26.—The marketing of motorcycles on the Pacific Coast has become such an important branch of the business of the Appeal Manufacturing & Jobbing Company, of Los Angeles and San Francisco, who are rated as one of the strongest organizations in the motorcycle field on the Pacific Coast, and who are distributors for the Harley-Davidson in the States of California and Arizona, that in order to facilitate the closing of 1914 contracts they have found it necessary to reorganize their sales force.

The motorcycle division of the Appeal company's business has expanded to such an extent that E. E. Welborn, sales manager, has found it necessary to abandon his desk duties and make a thorough and complete canvass of the entire States of California and Arizona, and will for the next few months devote his time to furthering Harley-Davidson interests on the road. Mr. Welborn will work in conjunction with the regular force of eight salesmen now traveling for the Appeal Mfg. & Jobbing Company, and in addition to bolstering up the efforts of the regular salesmen, he will make a personal visit to every hamlet and cross-roads town in the two States in an effort to stimulate motorcycle interest in out-of-the-way places that have been slow to adopt the motorcycle. This will not only have a healthy effect on the Harley-Davidson sales, but is bound to be a direct benefit to the motorcycle business as a whole.

As a further means of stimulating interest in the Harley-Davidson line, an expert rider has been engaged to cover a vast territory, mounted on a 1914 Harley-Davidson twin. This rider is out purely in the capacity of missionary, and his duties are simply to demonstrate the merits **of the Harley-Davidson machine.**

R. A. Moore, manager of the San Francisco branch of the Appeal Manufacturing & Jobbing Company, has just recently returned from an extended trip over the entire northern part of California, and is highly elated over the unusual number of early orders that are being placed in that section of the State.

THREE INTERESTING PHOTOS

In the first of the three photographs of the accompanying layout is the headquarters of John S. Ellis, of St. Louis, Mo. Ellis has just recently succeeded the firm of Ellis & Strong, which name appears upon the window. He represents the Feilbach Limited and is sub-agent for the Indian and Henderson.

No. 2 shows members of the Quincy (Ill.) M. C. gathered at the motorcycle shop of John Ridder, Ninth street and Broadway. The meeting was the occasion of the club reorganization.

Ned F. Place, manager of the Bicycle Garage, 210 Madison street, Tampa, Fla., forwards the third picture, showing a few of the Indian enthusiasts as they appeared after taking part in the recent Gasparilla parade. The Bicycle Garage is agent for the Indian, Iver-Johnson and Pierce.

HENDERSON WORKERS BUSY

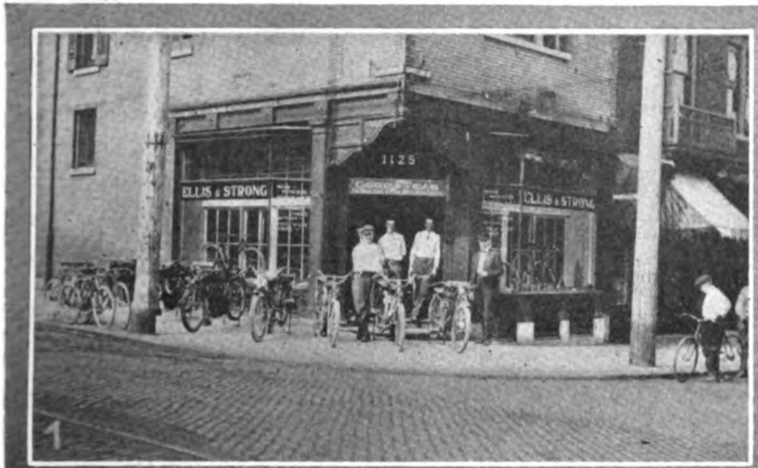
Chicago, Ill., March 29.—J. E. Bice, the leading spirit of the Henderson agency here, is now on a trip through the southern part of the state in the interest of the Henderson Motorcycle Company. Salesman Barnard has been especially active during his absence. He is seen almost continually speeding along the Michigan boulevard, giving demonstrations. That a demonstration of the Henderson brings results is evident in view of the fact that yesterday he sold four of the big four-cylinder machines, three of which were of the two-speed class. He has just sold a Henderson and sidecar (the entire outfit selling for $510) to E. Vanner, of Oak Park. Vanner, who has a large family, is convinced that the Henderson is capable of meeting all his requirements.

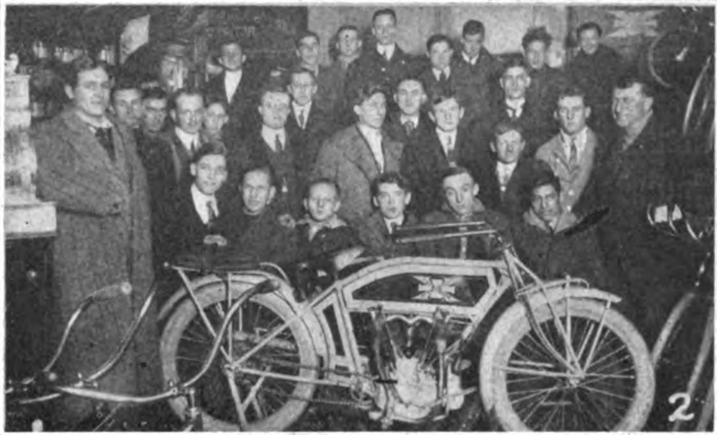
Felix Lewin, traveler for the Detroit manufacturers, was in Chicago last week, having just come up from an extensive trip through the South.

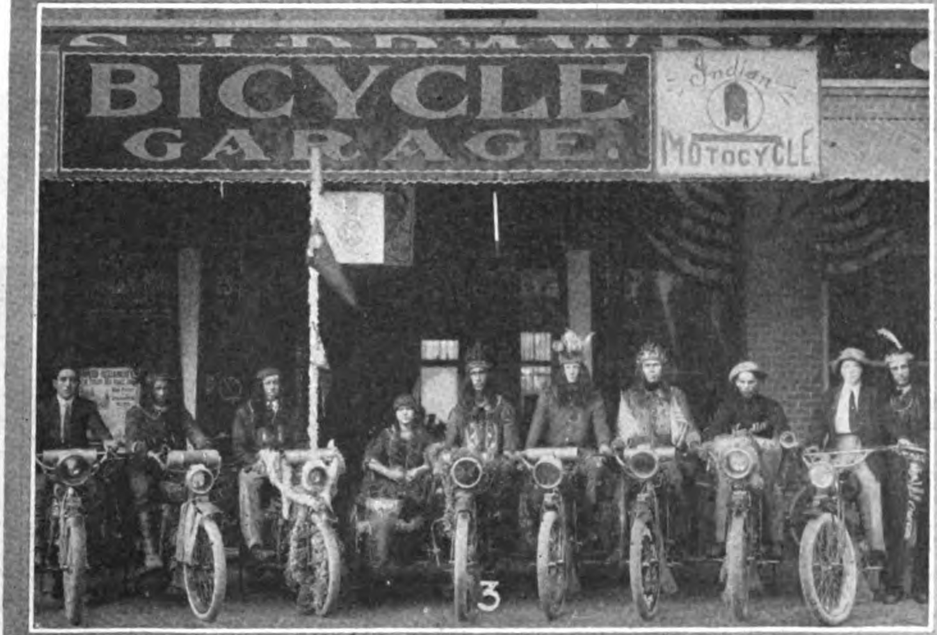
BIG DEMAND FOR TWINS

J. C. Edwards, of the Edwards-Crist Company, Chicago, reports that there is a wide demand for the new two-speed electrically-equipped Indian, and that he has sold a carload of these models within the last two weeks. In a recent interview Mr. Edwards stated that he had not sold a single-cylinder machine this year, the demand being for the higher-powered machines.

The Edwards-Crist Company has just opened a new branch at 3822 West North avenue, Chicago. Messrs. Bomark and Mashopust, formerly of the Hendee company, have been placed in charge. The company's branch at 375-377 East Garfield boulevard, has just been remodeled, a large repair department being a new feature.

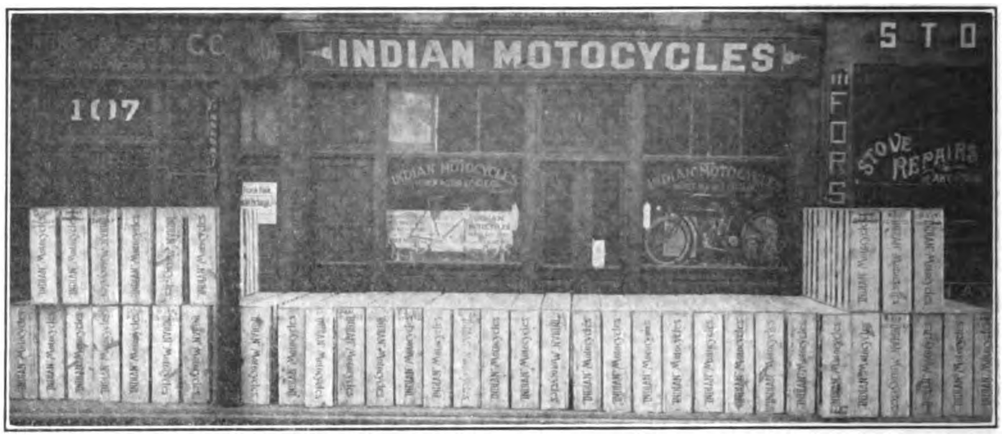






For Description of Photos See Item Above.

BROOKLYNITES ARE MAKING RAPID SALES



A Carload of Indians at the Hurck Headquarters, St. Louis, Mo.

BROOKLYN, N. Y., March 30.—That business is good in Brooklyn is evident from the expressed views of many of the dealers in this city. The warm weather experienced in the last few days has made the boys all anxious to get their new machines out, and the dealers are more worried about making the promised deliveries than about making sales.

Ben Ruderman, distributor for the Thor line, says: "So far this season I have sold twenty machines, including a large number of the 9 horsepower two-speeds, and at present I can only say that if the factory is prompt with deliveries, I will sell three times that many in the next ninety days."

At the Central Motorcycle Supply Company, where the Excelsior is handled, Herb Hillyer remarked, "Well, I think we are getting our share of the business. Up to the present time we have sold twenty-nine new machines, of which twenty-two are already on the road. Yesterday alone saw two new machines and three second-hand ones go out the front door, and with the way things are developing I think we will keep our average right up."

POPE
BICYCLES
MOTORCYCLES

Henry Masching's Harley-Davidson Agency in Quincy. Ill.

"Just see that long line of Merkels," said J. Pfleiger, out on Bushwick avenue, who distributes the Miami product on Long Island. "I have delivered twenty-two machines out of thirty-five sales, and the boys are coming right along and taking them away. Yesterday I sold two new machines, and I think by Saturday that the last of that carload will be out."

That there is no dearth of Harley-Davidson sales is asserted at the shop of Bob Brazenor, for seven new sales and four second-hand machines were this week added to the sales of thirty-six new Harley-Davidsons for the present season, according to Charles Barnes, at the agency. Bob himself says: "I increased my contract with the factory fifty per cent. two weeks ago, making seventy-five machines that I shall have to dispose of this year, but I may have to increase it again before long, judging from the way things are moving."

C. A. Winges, selling both the Indian and the Reading Standard, says: "I have sold twenty-one machines to date, and among them are two of the 10 H. P. Reading Standard machines that were purchased this week."

CARLOAD EXCELSIOR SHIPMENTS

During the week ending March 28 the Excelsior Motor Manufacturing & Supply Company made carload shipments of Excelsiors to the following: Calwell Brothers, Manawa, Wis.; Stanley T. Kellog, of Bridgeport, Conn.; J. W. Grady & Co., Worcester, Mass., and Piper & Taft, Seattle, Wash. All of the machines included in these shipments were of the twin-cylinder type, and one-half were two-speed equipped.

THE INDIAN HAD THEM

By the terms of an ordinance which has just gone into effect, Paris (France) motorcyclists are now required to display tail-lights on all motorcycles and sidecars. "In this connection," writes the Hendee Manufacturing Company, "we scored a decided 'beat' over the other motorcycles abroad in that our 1914 models are equipped with electric tail-lights. Tail-light legislation is now raging in Europe, and the foresightedness of the Indian engineers has inspired much favorable comment from the foreign riders and trade boosters."

HALF A CARLOAD DISPOSED OF

C. A. Merkel, of Rochester, N. Y., has taken the agency for the Eagle motorcycle and states in a letter to the Sterling Motor Co., manufacturers of the Eagle, that he has already lined up orders for about half a carload of the machines.

Adams Brothers, the well-known cycle and motorcycle dealers, have taken the agency for the Reading-Standard motorcycles for Jamaica, N. Y., and surrounding towns for 1914.

HARLEY DAVIDSON

A Strong Line-up in Front of the Harley-Davidson Agency in Portland, Me.

AUNDRY
YCLES

Driscoll & Jeanroy, New York Agents, Giving a Demonstration. Item Below.

PULLING GROCER'S SLEIGH

L. Jeanroy, of the firm of Driscoll & Jeanroy, 209 West One Hundred and Twenty-sixth street, New York, distributors for the Dayton, forwards the accompanying picture which was snapped as the Dayton machine was pulling a grocer's sleigh about the streets of upper New York City. Jeanroy is driving and Driscoll is on the tandem seat. Members of the Empire M. C. are in the sleigh.

NEW EXCELSIOR DEALERS

P. E. Zimmerman, of Short Grass fame, reports the following new Excelsior dealers. They were appointed by the energetic "Zim" on a recent tour through Minnesota, South Dakota, North Dakota and Wisconsin in behalf of the "Big 4." Minnesota—Helm Brothers Auto Company, Red Lake Falls; B. F. Boen, Wadena; William P. LeMay, Little Falls; Linderholm & Linquist, Belgrade; W. A. Latta, Brainerd; W. H. Hansen, Correl; Lee Pepper, St. Cloud; Larsen & Thygesen, Crookston, and P. K. Onstead.

South Dakota—C. C. Barr & Son, Watertown; Verner E. Frantz, Lake Norden; Aubrey Sherwood, DeSmet; Victor Woodruff, Miller; Ole Solland, Webster; H. N. Anderson, Corona; The Excelsior Sales Company, Aberdeen, and A. J. Wooley, Lead.

North Dakota—Ed Thorsen, Willow City; Brady M. Guss, Wolford; E. M. Sliter, Minot; B. E. Johnson, Norma; Skeim & Evanstad, Ray; The Ideal Auto Company, Devil's Lake; The Excelsior Cycle Company, Fargo; J. W. Busch, Oakes; The Excelsior Cycle Company, Bismark and Sterling; Harrison Bunt, Richard county, and King Bruns Auto Company, Cooperstown.

Wisconsin—The Excelsior Cycle Company, West Bend; M. E. Rasmus, Bloomer; Joseph Heuville, Oconto; Colwell Brothers, Manawa; W. R. Denis Company, Green Bay; August Stiefert Hardware Company, Reedsburg; Excelsior Cycle Company, Hudson; Marshfield Hardware & Auto Company, Marshfield; Hall's Garage, Wausau; Excelsior Cycle Company, Manitowoc, and the Wiercinski Motorcycle Company, Hurley.

ROAD EXPENDITURES

Defiance county, Ohio, will expend $92,000 on its roads this year. Half of this amount will be furnished by the State and the remainder will be secured by a bond issue.

LIVELY COAST SALES

Since January 1 the Pacific Coast branch of the Hendee Manufacturing Company has disposed of six carloads of 1914 Indians. The two-speed and regular models are available, but the riders desiring Hendee Specials must wait a short time for deliveries.

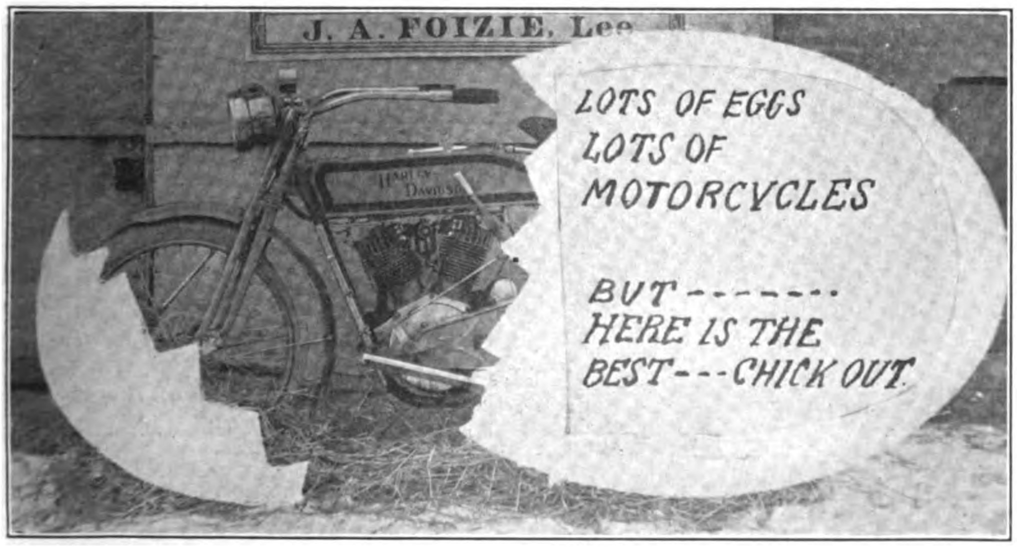
Two Henderson Enthusiasts in Tampa, Fla. Item Below.

HENDERSON BOOSTERS

Two Henderson boosters, Mr. and Mrs. Horace Hunt, of 2115 Taliferra street, Tampa, Fla., are shown in the above photograph. Mrs. Hunt always rides her own machine, and with her husband frequently makes the most of the fine roads and boulevards in the immediate vicinity of Tampa.

A CARLOAD OF DAYTONS

A carload of Daytons, mostly two-speed models, has just been ordered by the Davis Sewing Machine Company's Western distributors, W. E. & W. H. Jackson, of 628 Third street, San Francisco. The order calls for immediate delivery.



J. A. Foizie, of Lee, Mass., is Sending Out This Novel Easter Card to Prospects.

AN EASTER ANNOUNCEMENT

Unusual interest attaches to the accompanying photograph which illustrated the unique and timely method used by J. A. Froizie, of Lee, Mass., to announce that the Harley-Davidson is on display at his store. The photo is a reproduction of a post card Froizie has sent out to all of the prospects in his territory.

Why SOME DEALERS Don't Make Sales

By OBSERVER

MANY who read this will, no doubt, accuse me of being a "knocker" and pass over the issue, and in so doing, they will keep on in the same old rut, losing customers where profitable sales could be easily made if more attention were paid to the proper handling of prospective purchasers. But it is with the hope that some dealers will recognize the points where they are weak, and profit by strengthening these weak points, that I wish to chronicle my experience in calling upon five dealers handling prominent makes of motorcycles, and give the reasons for my placing an order with one of them.

The first dealer visited was well situated on a prominent business street. He had a nice store and large display windows, and, upon entering, I was impressed with the care that had been exercised in arranging the machines, accessories, clothing, etc., as well as the artistic effect of the wall decorations. I was further impressed by the idea that handling motorcycles was more of a dignified business than I had formerly believed it to be. This first impression should have helped the dealer to cash me as a prospective buyer, but he failed to make good and here's the reason.

After looking around for a moment, expecting someone to wait upon me, but failing to receive such attention, I accosted an individual who was lounging behind the showcase and informed him that I was interested in purchasing a machine and would like to be told about those he exhibited. "Well, there they are," he said, scarcely changing his position. "Go ahead and look at them. If there's anything you don't understand, ask me and I'll try to explain it. We're always glad to have people look them over." Thus I was left to depend upon my own resources, while the man in charge commenced figuring up some invoices or something of like nature. In fact, I was soon convinced that he had forgotten all about me. Finally, I asked whether the fork would stand the strain that could be endured by another type, and he answered, scarcely looking up from his work, "Yes, *I* think it will." That was all. I wasn't sure that he even understood what I had asked him. It didn't take me long to *see* the things I had observed from casual glances at the same machine on the city streets, and, as the chances of gleaning any information from the man behind the counter were rather discouraging, I finally went out. My going didn't elicit even a sigh from the dealer.

A Slip-Shod Establishment

Next, I dropped into a rather small store where a machine of wide renown was handled Here I found quite a number of young fellows talking and laughing very loudly. The atmosphere was heavy with cigarette smoke, and it was hard to determine who was the proprietor. Upon inquiring for him, I was informed that the man in the rear was the man I wanted to see. I walked back and told him I was contemplating the purchase of a motorcycle. He was busily engaged in fixing up what I took to be a racing machine, and after swearing volubly when his wrench slipped off a nut, he arose, and wiping his hands upon his trousers, already greasy and dirty, told me to come on up in front.

He then proceeded to defame every other make of motorcycle, hurling vile epithets intended, I am satisfied, to create mirth among the loungers. He told me his machine was the only one worth having and that the others were mere pieces of junk. He mounted a machine upon the stand, and pedalling it over until it started, opened the muffler cut-out, turned the throttle wide open, and with the roar of a cataract, proceeded to fill the room with smoke and the fumes of burnt gasoline until my eyes were smarting and I was almost suffocated. Shutting it off, he asked me if I didn't think "she would ramble," going right on to say that it was the fastest machine made and would beat anything on the road. I was greatly relieved when, after telling him I desired to look around a little more, I left the store. My visit had been a failure so far as he was concerned. I didn't like the way he went after business, the unconvincing talk he gave me, and least of all, the gang hanging out in the front of his store.

Two Other Experiences

My third stop was very little more satisfactory, although the dealer seemed really anxious to take my order, even suggesting that I try the machine around the block. I tried it, but being a novice, I raised the exhaust valve in turning a corner, and as I was unaccompanied, didn't know what to do, and had to push the bus back to the store. After a critical examination of the machine to ascertain whether or not I had damaged it, he discovered the trouble, and I was abashed by the way he criticized me, a beginner, for my failure to lower the exhaust. Telling him I would see him again, I left.

At none of these places had I been asked to leave my name and address.

The fourth dealer I visited met me at the door with a glad hand, seemed anxious to entertain me, and while his hospitality was to be commended, he seemed to be unable to make much headway in convincing me that his

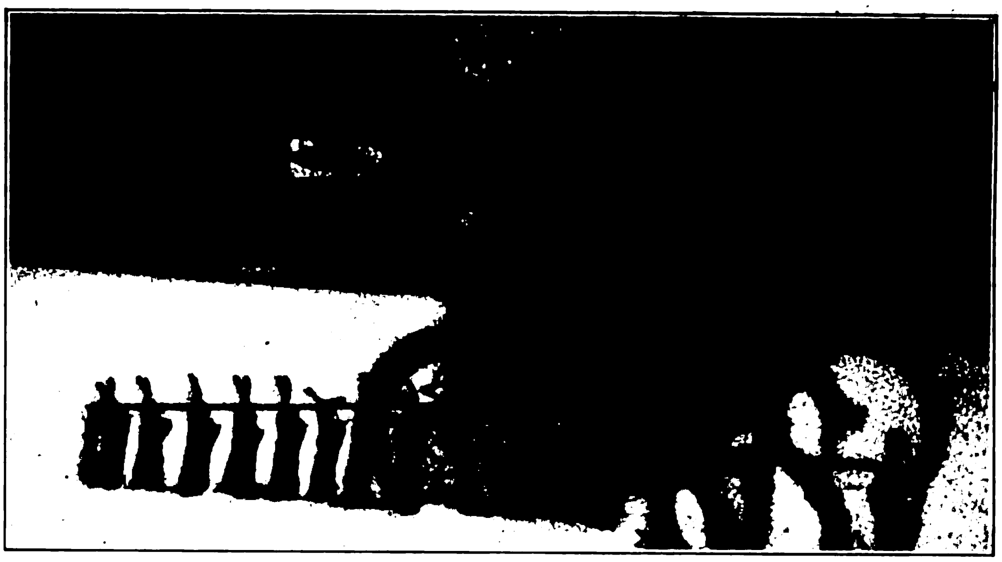
SWENSON'S SALESROOMS

In forwarding the accompanying photograph of his attractive salesrooms, which are located at 522 Broad street, Providence, R. I., B. A. Swenson, the Indian chieftain, writes that the fine weather following the recent cold spell has brought out many motorcyclists. To show that business is up to the mark Swenson forwards the following figures showing his sales for a recent Saturday: A Hendee Special, $325. with Indian sidecar, $85; one Indian regular model, $225, with Indian sidecar, $85; one Indian, equipped, $260; one 1913 Indian, second hand, $175; one Pope single, $75; and one 1908 Indian twin, $50, making the total receipts $1,280 for one day's business in machines and sidecars.

HUNTING WITH A SIDECAR

"There's nothing like hunting with a Harley-Davidson and sidecar," writes Goodyear & Nelson, of Pocahontas, Iowa. The photograph at the right shows a member of the company upon his return from a trip into the "wilds" in search of rabbits, and the impressive string of the fleet-footed cottontails attached to the side bears witness to the fact that his hunt was a successful one. Goodyear & Nelson, who are agents for the Harley-Davidson, write that they had a lantern slide made of the picture and are having it thrown on the screen at the local theatre three times a week.

"Every time the picture is shown at the theatre," writes a member of the Pocahontas agency, "the Harley-Davidson gets the 'glad' hand and a good round of cheers."



machine was of the really capable sort. I asked numerous questions regarding the comparative desirability of features of his machine with those of other makes, to all of which he gave evasive answers, usually ringing in the argument that each little point was right or the manufacturer would not have adopted it. My impression was that this dealer depended upon his personality rather than a knowledge of his machine and its ability, to make sales for him. While appreciating his courtesy, I wanted to be shown and convinced, and he failed to even offer to give me a demonstration. Again I left without making myself known.

Finding a Genuine Salesman

The fifth visit I made was to a great extent the direct opposite of my experiences thus far. True, the dealer as in case number one, had taken great pains in arranging his display. He also greeted me very cordially, and made me feel that I was entitled to all the time at his disposal. But now let me tell wherein his methods were different. First of all he asked that I give him my name and address, lest he forget it a few minutes later. "Prospects mean sales if properly handled," said he, "consequently we must lose track of none of them unnecessarily." He also asked me what hours of the day found me at home, and if I could be reached by telephone.

Then he started in at one end of the machine, explaining every little thing that might carry conviction; now enlarging upon the oversize tires, heavy spokes, peculiarly stanch construction of front forks. He emphasized the strength of tubing used; how well the tanks were made; how beautifully the bright parts were nickeled. After a lengthy portrayal of the desirable features, and why I would be proud to own such a machine, he turned the engine over and demonstrated how easily it started and how smoothly it ran. Perfect rhythm, no vibration—everything, as he said, in keeping with the general makeup of the machine. I was well pleased and so told him.

Explaining that it would possibly be a week or ten days before I would buy, I was invited to take a tandem ride with him as per appointment to be made next day by 'phone. Well, he came around and we had a most delightful ride. The machine climbed with ease hills that had looked insurmountable before He was a true motorcycle sportsman, and while never forgetting for a moment that I was to be shown, it was evident that his blood was tingling and that he was enjoying every minute of the trip. Being delayed in making connection with the money I had expected it was three weeks before I was ready to purchase. Every few days, at regular intervals I would receive a message from the dealer; possibly only a printed reminder that he was still interested in securing my business, but a reminder nevertheless that kept recalling to my mind the things he had said and shown me regarding *his* machine. He got my order. Do you wonder?

I trust this rehearsal of my experience in purchasing and trying to purchase a motorcycle will convince the indifferent ones that there's money in the motorcycle business if they only conserve the opportunities anyone, regardless of environment, has for showing how highly he values a prospective customer's inquiry. May it find many more, who like dealer number five, are wide awake to these opportunities and continually turning them into dollars.

NEW INDIAN DEALERS

John E. Hogg, the Indian traveler, reports the appointment of the following new dealers: La Grange Hardware Company, for La Grange county, Ind.; Wilbur George, Warsau, Ind., for Kosciusko county, and Walter Lipp, Argos, Ind., southern half of Marshall county. Wilbur George was formerly an Indian speedster, and is now making arrangements for the building of a repair shop to the rear of his store.

GEISS IN NEW GARAGE

Henry Geiss, agent for the Indian in Quincy, Ill., is now located in his new garage at 715 Main street. The new store affords plenty of room for the office and salesrooms, repair shop and storage. An up-to-date vulcanizing plant has been installed in the repair department.

A COMBINATION MEET

Spokane, Wash.—Charles F. A. Lair, of the Island Motorcycle Company, this city, is making arrangements for a 40-mile road race to be held in June. It is planned to start at some point outside the city and the contestants will race to the Spokane half-mile flat track. At the finish of the race, track events will be staged on the half-mile course.

TWO INDIANS IN SITKA

A. H. Jones, manager of the firm of Ballou & Wright, of Seattle, Wash., claims that the Indian is the first motor vehicle to invade the town of Sitka, Alaska. Ballou & Wright, who are distributors for the Indian, recently shipped two new machines to W. P. Mills, proprietor of a large general store in the Alaskan city.

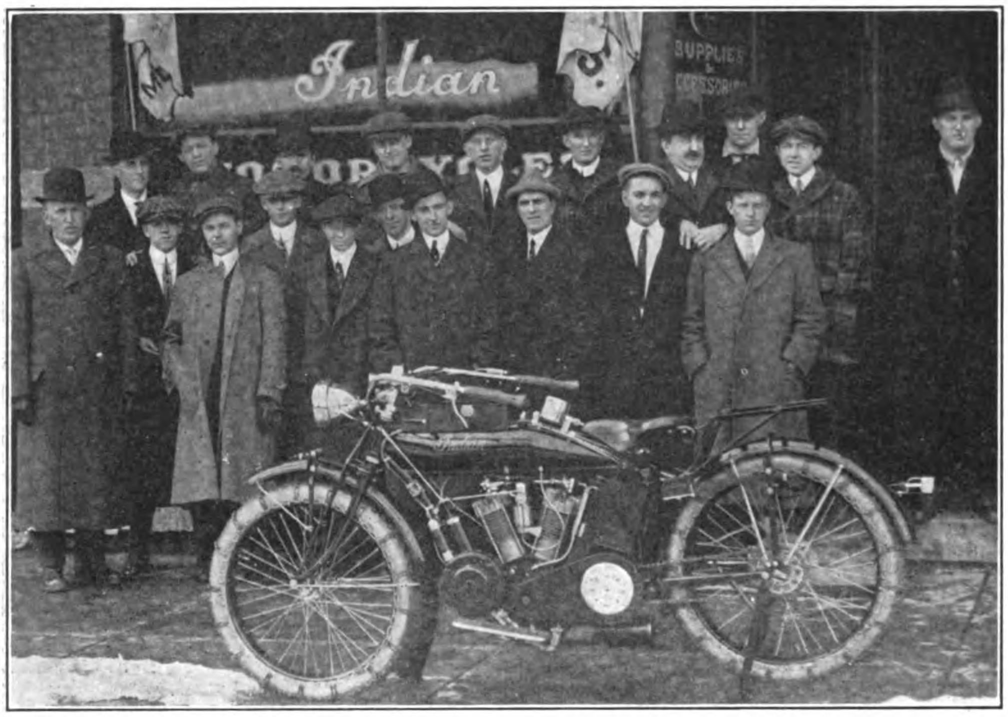
THE INDIAN IN BIRMINGHAM

Birmingham, Ala.—Robert Stubbs, local Indian agent, reports the sale of four 1914 Indians to the Birmingham Police Department. Four motorcycle dealers submitted bids for this business and the fact that Stubbs got the order despite the fact that his machines were quoted at almost $20 per machine higher than any of the others is a source of gratification to him. Stubbs also recently sold a new Indian, electrically equipped, to the Birmingham Railway, Light & Power Company, to be used in its service department. A similar outfit was sold to the Hotel Supply Company, while the Tennessee Coal & Iron Railway Company purchased a fully equipped two-speed model for the use of its master mechanic in visiting the different plants.

The alert Indian dealer has delivered parcel car outfits to the Alabama Tire & Repair Company, the Robertson Tire & Rubber Company, the Acme Laundry Company, Parisian Millinery Company and J. Black & Company. Stubbs reports that there are 17 sidecars and eight parcel cars in service in this city.

RACER WITH YALE AGENCY

"Bubbles" Bailey, a popular Yale racer of St. Louis, Mo., has been appointed manager of the repair department of the Auto Owners' Supply Company, 209 West Twelfth street, St. Louis. Bailey is planning to enter all of the chief meets during the summer, and says that he will wear the Yale colors. In the fall he will make a trip to Porto Rico for the purpose of participating in motorcycle races.



From R. S. Spears, of Little Falls, N. Y., Comes the Above Photo, Showing a Number of the Indian Boosters Who Patronize Chief Kelsey, the Local Wigwam Representative.

INTRODUCING THE FEILBACH

Gus. Rotholz, one of the pioneer motorcycle agents of the Metropolitan district, is handling the big Feilbach twins in addition to the Excelsior and Henderson products. Demonstrations of the "Vibrationless Ten" are being given from his store at 1491 Fifth avenue, New York, daily and large sales are predicted.

CONNEAUT AGENCY

During 1914 the Harley-Davidson machines will be handled in part of Ashtabula county, Ohio, by the City Garage Motorcycle Department of Conneaut, of which Fred Phelps is manager. Phelps writes that machines are now in demand and that he will be able to make deliveries early in April.

A MOTORCYCLE SNOW-PLUGGER

With eleven passengers on the sled attached to his machine, August Schlaefflin, of Dayton, Ohio, who is seen astride the Harley-Davidson in the accompanying photograph, drove through the snow-packed streets of Dayton several times and writes that his sturdy twin ploughed through the snow without any difficulty.

DEALERS WORK TOGETHER

Topeka, Kansas.—There is probably no city where the motorcycle dealers "pull together" better than they do here. They are all working in harmony and each is getting his share of the business. The week of March 30 to April 4 is "Exhibition Week." Large posters have been placed in ten of the surrounding counties announcing this program, which is entirely different from what one might expect, because each dealer exhibits in his own store. The trade boosters of this city are as follows: Erwin Keller, Harley-Davidson; Frank Welton, Indian; G. T. Brummitt, Excelsior, and M. E. Harding, Yale.

The last meeting of the Topeka Motorcycle Club was the occasion of the annual election, and the following new officers were chosen: Erwin Keller, president; M. E. Harding, secretary, and L. H. Schneder, treasurer. A change was made in the by-laws by which all members are required to pay one year's dues in advance.

MASLEN'S JOBBING DEPARTMENT

George S. Maslen, distributor for the Indian in Philadelphia, Pa., has added a large jobbing department to his already extensive business. The new department is in charge of Arthur Brown, who for the last eight years has been associated with F. A. Baker & Company, New York City, agents for the Indian. Brown will also act as a road salesman and has recently toured through New Jersey, Delaware, Maryland and District of Columbia.

ST. LOUIS AGENCY MOVES

St. Louis, Mo.—The Knight Mercantile Company, of this city, has moved from 211 North Twelfth street to 1131 Olive street, where it has three times as much floor area as formerly. The Knight company represents the Excelsior and Reading Standard, its territory for the former extending over twenty counties. A modern repair shop under the management of George Lynn is a feature.

TOLEDO FIRM INCORPORATES

Motorcycles will be handled by the newly-incorporated Associated Motor Sales Company, of Toledo, Ohio. The company is capitalized at $10,000 and the incorporators are Edwin F. Miller, Bernard Hubert, Harvey S. Garn, Edward Elringer and Edward S. Schreiber. The company formerly operated under the name of the Harley-Davidson Sales Company, and so far this season has sold 27 motorcycles and three delivery vans.

THORS FOR PARK PATROLMEN

An order has been placed by the South Park Commissioners of Chicago, Ill., for four regular twin model Thors. They will be installed by the first of the week beginning April 6, and will be used by the park police.

TEN SALES IN ONE DAY

That there is no lack of activity in the motorcycle circles in Philadelphia is evinced in the fact that George S. Maslen, distributor for the Indian, sold ten machines in one day, Saturday, March 14.

TESTING A DEMONSTRATOR

"I did not have to use more than half of the motor's power in pulling the sleigh and all of its passengers around the "block," writes Charles A. Winges, the newly appointed Reading-Standard agent of Brooklyn, N. Y., in referring to the accompanying picture. Winges, whose store is located at 1222 Bushwick avenue, had just received his new demonstrator, but could not wait until the snow had been cleared away before he tried it out.

This Spectacle Recently Startled Dayton, Ohio, and This Test Made Brooklynites Sit Up and Take Notice.

SEEKING REDUCTION IN DUTY

Toronto, Ont.—Distributors of American motorcycles in Canada are asking the Dominion Government for a reduction in the duty on import shipments from the U. S. A. As a result of the agitation the government has conceded one point, namely, that motorcycles are of a class not now manufactured in Canada even though the Hendee Mfg. Co. maintains an assembling plant at Toronto. This is a step toward the reduction of the 5 per cent. additional duty which is charged to wholesale distributors outside of the regular 35 per cent. tax. Importers of British motorcycles are still liable to pay 22½ per cent. duty, of course. The agitation was begun by W. E. Wenige, the Pope distributor at London, Ontario.

Considerable publicity was given the motorcycle recently, when two riders chased and caught a burglar who had broken into a house on Sheridan Road, Waukegan, Ill.

Winter Riding Near Toledo on a Yale.

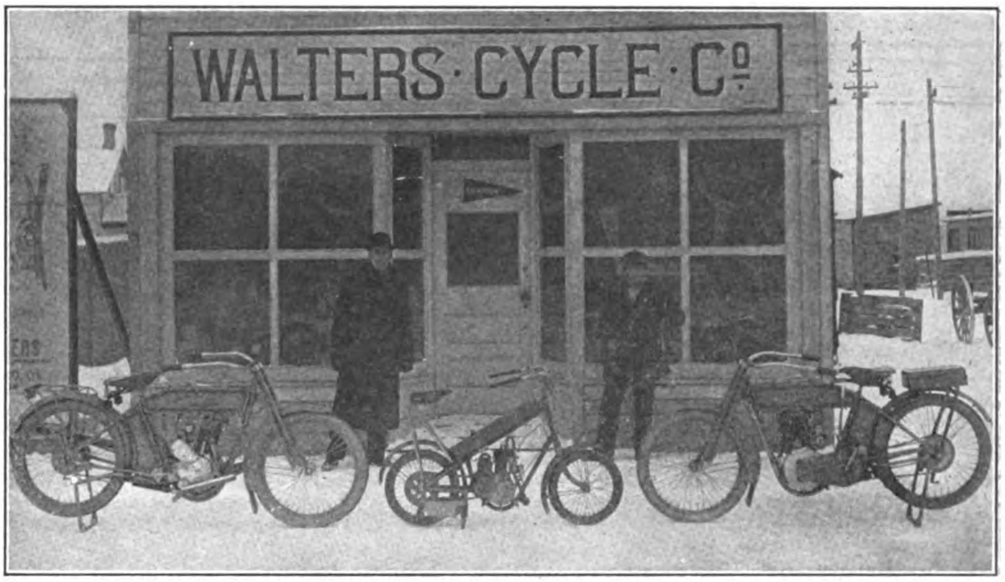
DOMINION OFFICIALS

Toronto, Ont.—All appointments and elections for the various offices of the Board of Governors and the Eastern and Western divisions of the Canada Motorcyclists' Association for 1914 have been made or held, and the complete list for the current year stands as follows:

Board of Governors: Nelson Chambers, Hamilton, Ont., president; G. A. Carruthers, Winnipeg, Man.; A. E. Humphrey, Toronto, Ont.; W. H. Cooke, Toronto, Ont., secretary.

Eastern Division: A. E. Humphrey, president; W. G. Self, Toronto, vice-president; F. L. Dolson, Toronto, secretary-treasurer; committee chairman: F. A. O. Johnston, competition; D. Allen, highway; J. M. Scott, membership; Alex McLean, touring and repair shops; H. Marshall, legal action, and F. L. Dolson, press.

Western Division: G. A. Carruthers, Winnipeg, president; C. K. Walker, vice-president; B. O. Engehausen, secretary-treasurer; committee chairman: J. Moorhouse, competition; J. S. Tarbottel, highways; W. DuMoulin, membership; J. Betechen, legal action; H. B. Boreham, press.



Two Regular Models and a Freak Machine, Described Below.

IT'S NOT A TOY

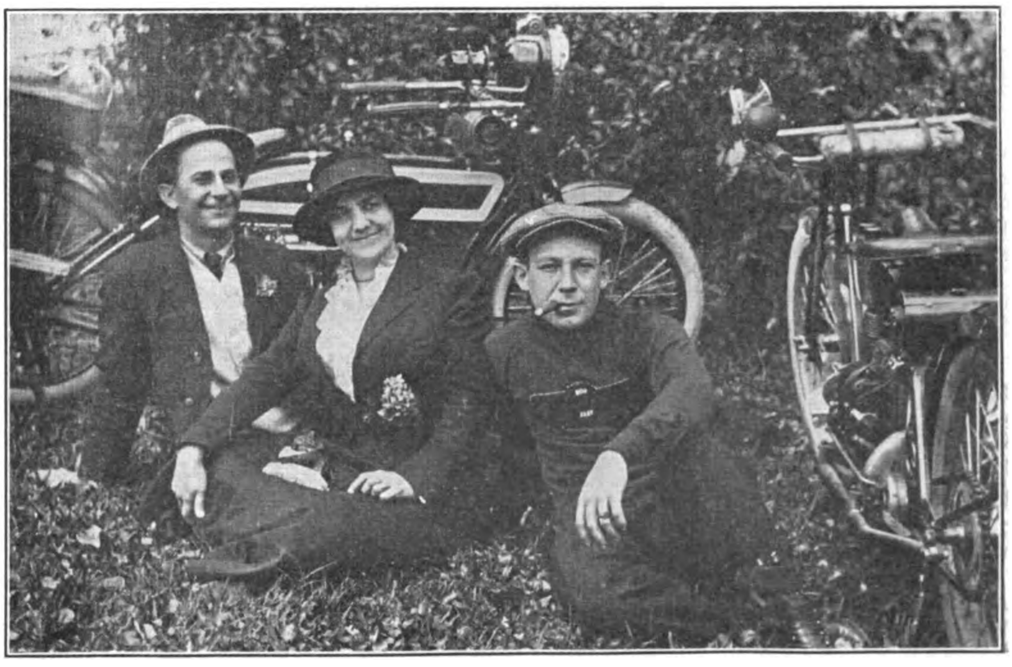
Unusual interest has been manifested by Canadian motorcyclists in the unique motorcycle shown in the accompanying photograph. The machine was built by J. N. Walters, of the Walters Cycle Company, of Saskatoon, Saskatchewan, who in a letter to the Harley-Davidson Motor Company writes as follows: "The machine stands only two and a half feet high and has a Harley-Davidson Ful-Floteing seat. The tank measures 24 by 3½ by 3 inches and holds both gasoline and oil. The machine has wire controls as on standard Harley-Davidson motorcycles. The engine stroke is 2¾ inches. There are no pedals and the footboards, when turned up, act as a stand. The transmission is by V-belt drive, the belt measuring four feet. The wheels are 18 by 2 inches. The handlebars and saddle are of the bicycle type. We have been able to get a speed of fifteen miles an hour from the machine."

UNFAVORABLE BILL WITHDRAWN

Thanks to general opposition against the proposal by the members of the Ontario legislature, J. G. Anderson, member for South Bruce, has withdrawn his bill which was intended to authorize municipalities to close all highways against motorcycles and automobiles for a portion of one day each week. It was pointed out, in a forceful manner, that motorcyclists and automobilists are the only class of highway users who pay a fee for the pleasure of operating vehicles.

A CONTENTED TRIO

H. W. Hunt, of Tampa, forwards the above photograph, which was taken at Sulphur Springs, one of the many beauty spots near Tampa frequented by motorcyclists. Hunt is seen at the left with Mrs. Hunt in the center and Felix Lewin, the Henderson traveler, at the right.



A Congenial Party at Sulphur Springs, Fla. See Item Above.

KLEIN'S ATTRACTIVE PHILADELPHIA STORE

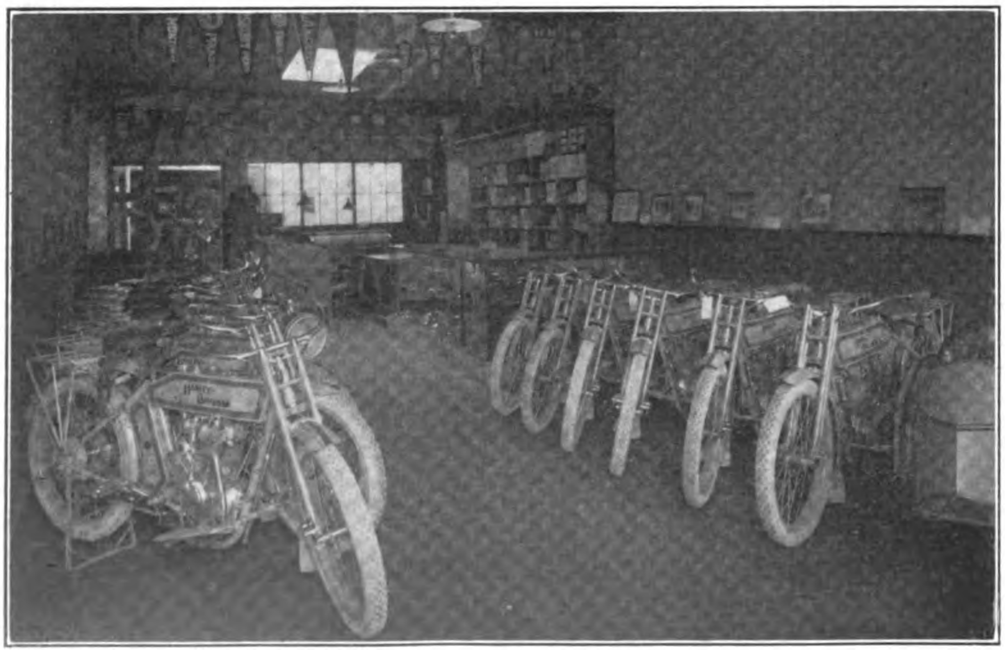
THE two photographs on this page give "fore" and "aft" views of Alexander Klein's up-to-date Harley-Davidson agency in Philadelphia, Pa. It will be noted that Klein has a creditable stock of machines on the floor and that the rear of his store is as scrupulously clean and neat as the front section.

Klein was the second dealer on the Harley-Davidson list and it follows that he knows the motorcycle business inside and out. He became interested in the Harley-Davidson machines back in 1903 when he saw one of them standing in front of C. H. Lang's piano tool shop in Chicago. Mr. Klein was in Chicago as an expert tinsmith, having been called there to install the mail tubes in the post office. The motorcycle scored a hit with Klein at once and he resolved to take a similar machine back home with him. Accordingly he got acquainted with Lang and through him with the four young men who constituted the Harley-Davidson company.

It was back in 1907 that Arthur Davidson first called upon Klein. He found Klein conducting a tin shop at Eighteenth and Diamond streets, where he handled motorcycles as a sort of side line. Soon after this Klein moved into a building on North Broad street, opposite the Baldwin Locomotive Works, which he vacated a year later. Then he occupied a store at 2204 North Broad street, his present location. The store then extended back as far as the first beam in the ceiling, which will be noted in the photographs. The space now occupied by the showcase, desks, settee, tire racks, wall case, etc., was then used for a repair shop. It was a separate building, little more than a shed. Gradually Klein improved the place and branched out with his business, and last winter he decided to make the whole building into a salesroom. The result is shown in the photographs. The repair work is now handled in a separate building in the rear. Klein places great stress upon the fact that he keeps his establishment clean and attractive in appearance. He carries a complete assortment of parts and makes it a point to have a motorcycle and sidecar always ready for demonstrating.

HARLEY-DAVIDSON

The Klein Headquarters Viewed from the Rear.



Klein's Philadelphia Store, Looking Toward the Rear. See Item Above.

POINTERS ABOUT THE PISTON RINGS

MOST motorcyclists are thoroughly acquainted with the important functions of the piston rings in a motor, but now that many machines are being tuned up for the spring riding season it is not amiss to give special attention to the fit and general condition of the rings. An article in a recent issue of the *Scientific American* discusses the importance of perfect service from the piston rings in the following paragraphs:

"The performance of the motor of any gasoline driven vehicle depends upon the maintenance of the compression, and the efficiency of the motor depends to a considerable degree upon keeping this at maximum point. The agency most depended upon to effect this necessary compression is the piston ring. A set of these rings encircle each piston head for the purpose of securing that closeness of contact within the cylinder which it is impossible for the piston head itself to obtain without creating such friction as to lose most of the power communicated to it.

"Perfect mechanical fit, therefore, is the primary requisite of proper piston ring service—such delicate adjustment of contact as to make radial pressure equal throughout its whole circumference and furnish no opportunity for compression to leak past, yet at the same time to do this without setting up friction or causing wear.

With such qualifications as these considered as essential to efficient performance the owner will find ample justification for blaming his piston rings for any fuel waste and cylinder wear if they turn out to be of the one-piece type most in use.

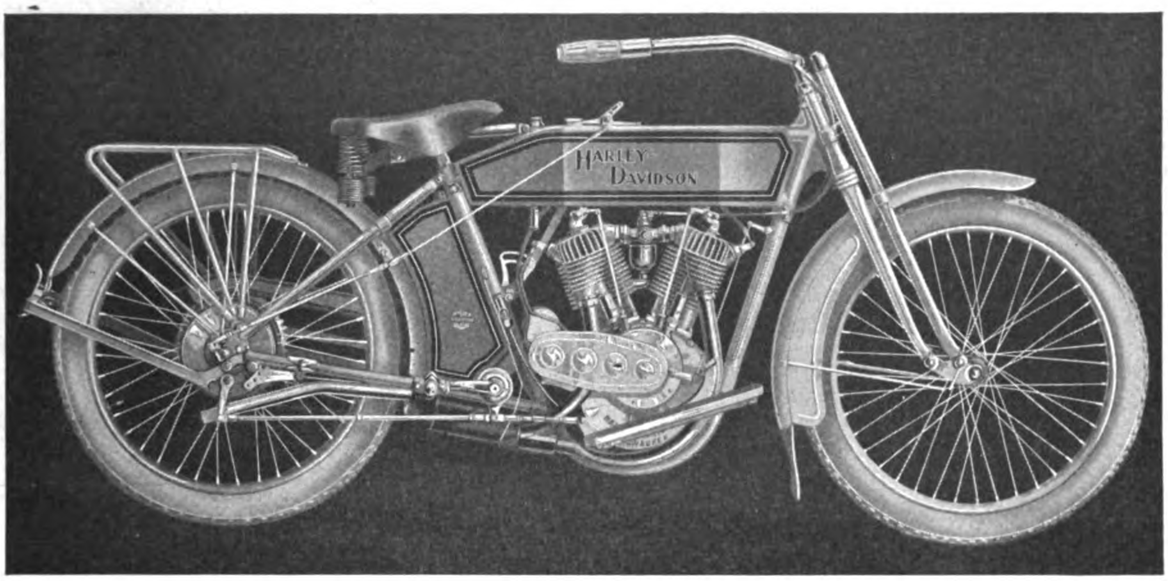
"Because of fundamental faults in the design of the one-piece ring it is impossible for it to prove efficient. It is not gas tight because it possesses open expansion vents and its pressure against the cylinder is unequally distributed. It quickly loses its spring and commences to wear and score the cylinder. It allows surplus oil to work up into the combustion chamber to the detriment of both the motor and its operation.

"Careful owners who believe in economy of fuel and want long service from their motors will find the piston rings worthy of close attention."

MOTORCYCLES AND PULMOTORS

Every ambulance station in Chicago has been supplied with a motorcycle, at the direction of Dr. Hunt, police surgeon. The motorcycles are to be used to transport pulmotors, which are sent out in such cases as drowning, asphyxiation and electric shocks. Dr. Hunt states that many more lives can be saved through using the combination of motorcycle and pulmotor.

An American motorcycle and sidecar combination has been ordered by the Mandarin of Ten Chueng Province, China. It will be used by the official in making trips to the cities in his Province.



$177,070.00

IN a single day, March 23d, the Harley-Davidson Motor Company received orders for $177,070.00 worth of Harley-Davidson motorcycles—684 machines.

58% of this business represents two-speed models.

Such substantial evidence of the overwhelming confidence motorcycle buyers have placed in the 1914 Harley-Davidson needs no lengthy comment here.

We make special mention of the large proportion of two-speed orders to add emphasis to the fact that the Harley-Davidson two-speed has shown its worth.

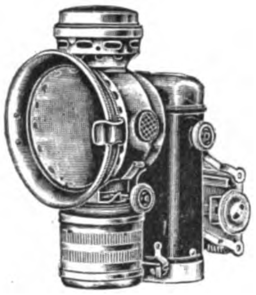
There is still room in the Harley-Davidson organization for a few energetic dealers in towns where as yet the Harley-Davidson is not represented.

Harley-Davidson Motor Co.

Producers of High-Grade Motorcycles for More Than Twelve Years

680-C Street Milwaukee, Wisconsin

INTERSTATE FIRM'S COMBINATION LAMP



PROVISION for using either oil or electricity has been successfully accomplished in the new combination lamp produced by the Interstate Electric Novelty Co., of New York City. The combination is effected by mounting the battery case at the rear of the oil lamp. Three cells of dry battery are housed in a small, neat container. The electric bulb is mounted in a recess in the reflector, where it is adequately shielded from the heat of the kerosene flame.

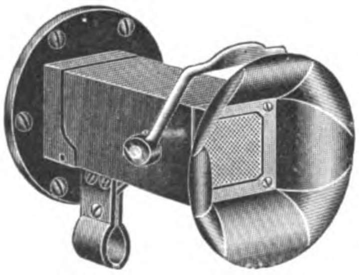
A small knurled thumbscrew on the side of the battery case serves to open and close the circuit and throw the bulb into or out of operation. A spring-mounted bracket with a patent key-operated clamp screw is employed to attach the lamp to the bracket on the machine. The kerosene lamp is so designed and constructed as to be unaffected by the drafts due to the speeding of the machine, and it is said to be impossible for it to smoke.

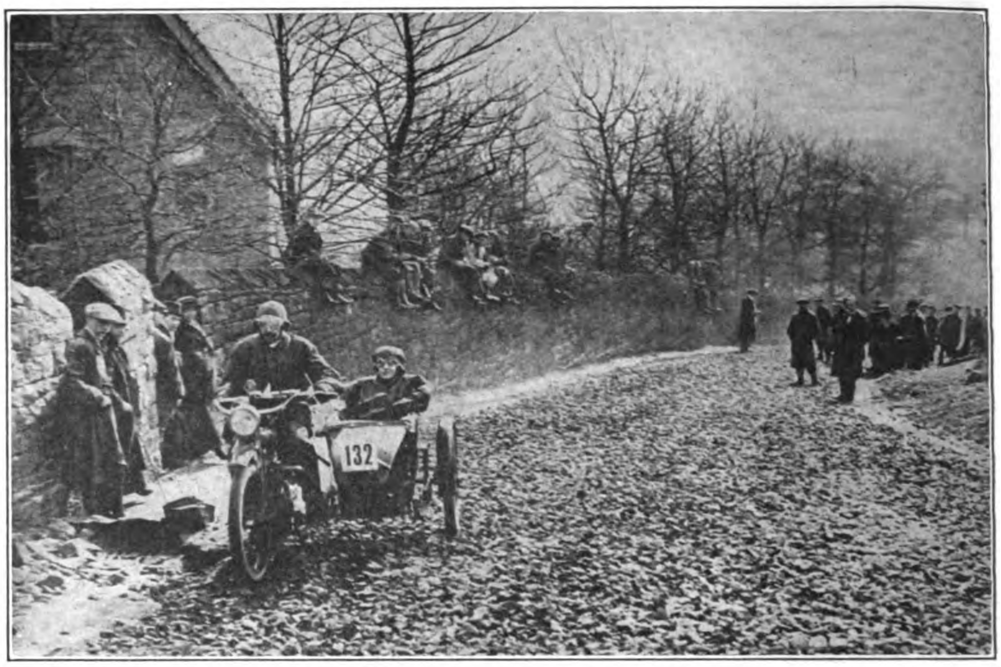
HEARING ON FLANDERS STATEMENT

Pursuant to an order of the United States Court for the Eastern District of Michigan, the Detroit Trust Company has filed a statement of its account as receiver of the Flanders Manufacturing Company covering the period from December 6, 1912, the date of its appointment as receiver, to November 1, 1913. Unless there is some objection by a creditor the court will confirm the account at a hearing which has been set for April 10. Objections to the statement of the receiver must be filed on or before that date.

RELIANCE MOTORCYCLE HORN

The Reliance Junior, the latest addition to the line of motor accessories manufactured by the Culmer Engineering Company, of 6 Church street, New York City, is shown in the accompanying illustration. The Junior is constructed along the same lines as the Reliance horn for automobiles. It is operated by hand through a lever on the top of the instrument. In the event that the horn is placed beyond reach a cable can be used to operate it. It requires no batteries, bulbs or wires and there is nothing to get out of order. It is finished in black and brass, black and nickel and all black. It is listed at $8 and is furnished with clamp bracket to be attached to the frame.





STEEP ROCKY GRADES IN ENGLISH TRIAL

AMPLE proof that English motorcycle reliability contests are not boulevard trials is given in the accompanying photograph, which shows Ernest Frasetti driving an Indian motorcycle and sidecar up the rock-covered Sir William hill in the recent one-day spring trial of the Auto Cycle Union of London, England. The grade is one in five, with a hairpin bend at the top. Attention is called to the fact that this hill was only one of a number almost equally bad encountered upon the run. The rocks not only make the going exceptionally rough, but their small size prevents the machine from obtaining traction, and on a climb of this character a rider's skill and the machine's stability are tested to the utmost.

NEW GOODYEAR SALES POLICY

Akron, Ohio.—It is announced that the Goodyear Tire & Rubber Company retired from the retailing field on April 1 and that hereafter only wholesale business will be transacted at the company's 60 branches throughout the country. This is in line with a policy which is growing in favor among prominent manufacturers, and is the outcome of a desire to avoid competition with the dealers. The United States Tire Company has handled only wholesale business at its branches since its consolidation in 1911, and it is understood that other tire companies are contemplating the adoption of the policy which now goes into effect with the Goodyear folks.

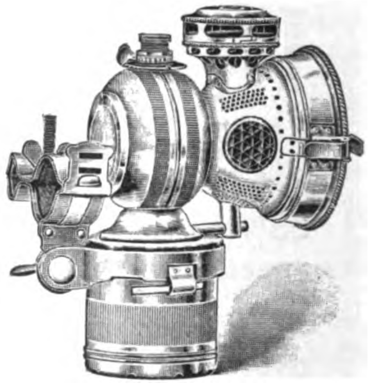
W. H. PERRONG

Cleveland, O.—W. H. Perrong, formerly sales manager of the Standard Welding Company, of this city, died at his home in Lakewood, a suburb of this city, on March 19. Mr. Perrong retired from active business a year ago. He was 59 years old.

Piper & Taft, Excelsior motorcycle agents in Seattle, Wash., have taken the state agency for Empire tires.

IMPROVED 20TH CENTURY MODELS

The Model No. 6 improved bicycle and motorcycle lamp has been designed with a view of combining harmoniously ruggedness, lightness and strong light-throwing ability—besides securing a handsome appearance. The searchlight is a self contained type with a fuel capacity of good sized dimensions. The locking feature of the carbide cup is notable for its simplicity of design and operation—a simple twist unlocking and another relocking the cup and lamp and making it absolutely gas-tight. There are no screw threads to corrode and tighten. The No. 6 has an extension reflector 6 inches in diameter and full-flaring front, or glass; ¼-foot burner and will produce a strong clear light of 125 candle-power. Model No. 2, the improved bicycle gas lamp; features the same improvements as No. 6, but is, however, of somewhat different design. For one thing, it has not such a flare to its front as No. 6 and is primarily a bicycle lamp. Full particulars of the entire 20th Century line are cheerfully furnished. Simply write to the manufacturers direct at 420-422 Ogden street, Newark, N. J.



Model No. 2.

FRONT DRIVE POPULAR

It is interesting to note that a report from the Chicago headquarters of the Stewart-Warner Speedometer Corporation is to the effect that 80 per cent. of its sales of motorcycle speedometers this year have been of instruments of the front wheel drive type.

Popularity
Proves
Superiority

LOOK OVER THIS LIST OF MACHINES—the line-up of the high-grade motorcycles. All are Bosch-Equipt; not merely "magneto" but BOSCH magneto.

This discrimination costs these motorcycle makers a little more, 'tis true, but they insist that you be served properly at the most vital point, the ignition system.

Ignition troubles are difficult to cure, but where it's "Bosch," troubles are unknown. Insist that yours be Bosch-Equipt; ask your agent to show you.

Bosch users can have a Bosch instruction book free if none came with the machine.

Harley-Davidson
Excelsior
Merkel
Thor
Pope
Reading-Standard
Dayton
Yale
De Luxe
Eagle
Michaelson
Minneapolis
Iver Johnson
Jefferson

Those Dirt Track Records by Stokes on the Excelsior were Bosch records too.

BOSCH MAGNETO COMPANY, 206 West 46th St., New York

Service Stations that will serve you in all important centers.

Making the Show Window Work

· BY · R · A · VAN · ALEN ·

First Article in a Series Dealing With the Show Window as a Sales Asset

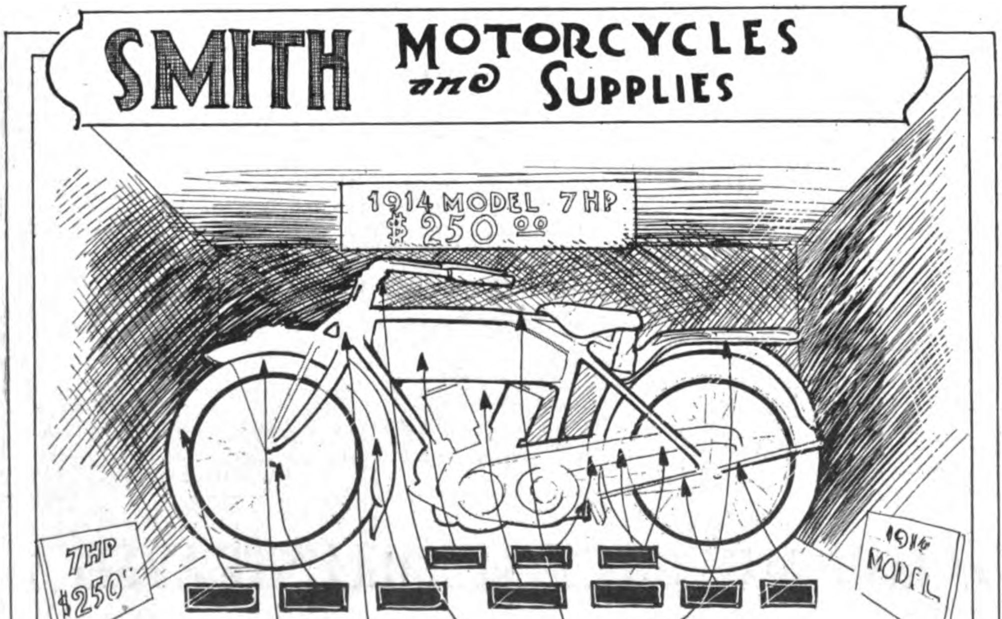
AFTER studying trade conditions pretty thoroughly in a number of cities I am convinced that most motorcycle dealers lose sight of the fact that their show windows can be used profitably as advertising mediums, with very little expense. All dealers will admit that getting a prospect inside the store is the first hard point to be gained in making a sale, and yet there are many who seem content to remain in the rut as far as their windows are concerned. They may advertise in the local newspapers and be awake to their opportunities in other directions, but sad to relate, they are satisfied with almost any kind of a display in the show windows.

Some dealers are inclined to say "Oh, the fellow who stops and looks in your window is not usually the buyer of a machine. If he really is going to buy a motorcycle he will look you up and come into the store without persuasion." That is a mistaken idea. To such a dealer we might say that the big department stores, and, in fact, nearly all merchants, have found it worth while to employ skilled men to decorate their windows. They realize that the windows have a real advertising value. The window display may not clinch sales, but it at least tells in an attractive way what the store-owner sells. It creates a favorable impression, puts the prospective buyer in a receptive mood, so to speak.

The Expense Is Soon Offset

If the work and expense incident to changing the window displays weekly result in the sale of one motorcycle, or of a few accessories, the dealer will be repaid for his trouble. In addition to the actual returns, the dealer will benefit indirectly through having shown that he was conducting a live shop, and through having backed up in his windows the claims made in his general advertising. The dealer must not think that any one feature will bring big business by itself; it is the cumulative value of a good machine, and good advertising, and a clean store, and an attractive display and, of course, fair treatment, that builds up a big business. Up-to-date business men hire specialists to handle the various departments, not with the expectation of making a fortune out of any one department, but to the end of reaping the cumulative benefits of a systematic organization. In brief, they try to make the most of every opportunity, and the motorcycle dealer cannot afford to do less.

The first and most important point in a good window display is cleanliness. No amount of planning and decorating can be effective if the windows are unwashed, or if the articles on display are covered with dust. Keep the window display *clean*. Then comes distinctiveness. Don't pile too many articles in the window, and avoid working in anything that will have a tendency to detract from the articles supposed to be featured. Next comes contrast. Provide a good background. Have sufficient color distinction between the floor covering in the window and the articles to set them off sharply. Naturally the background should contrast in color with the articles on display. If the whole arrangement merges into one color, it will be hard to attract proper attention to the articles you are trying to sell.



Note that None of the Ribbons Cross and that Confusion Is Thus Avoided.

The Value of Novelty

Now let us consider for a moment the value of novelty. Nearly every passerby will stop to glance at a window that is "different." If it involves a novelty of some kind it is certain to receive attention. To be novel, by the way, a window display need not be fantastic. It is only necessary to depart from the common methods of window-dressing, to get out of the rut. The unwarranted use of posters and colored trimmings in a window may often give just the opposite of the effect desired; in short, it may cheapen the whole arrangement. Therefore we should use colors carefully.

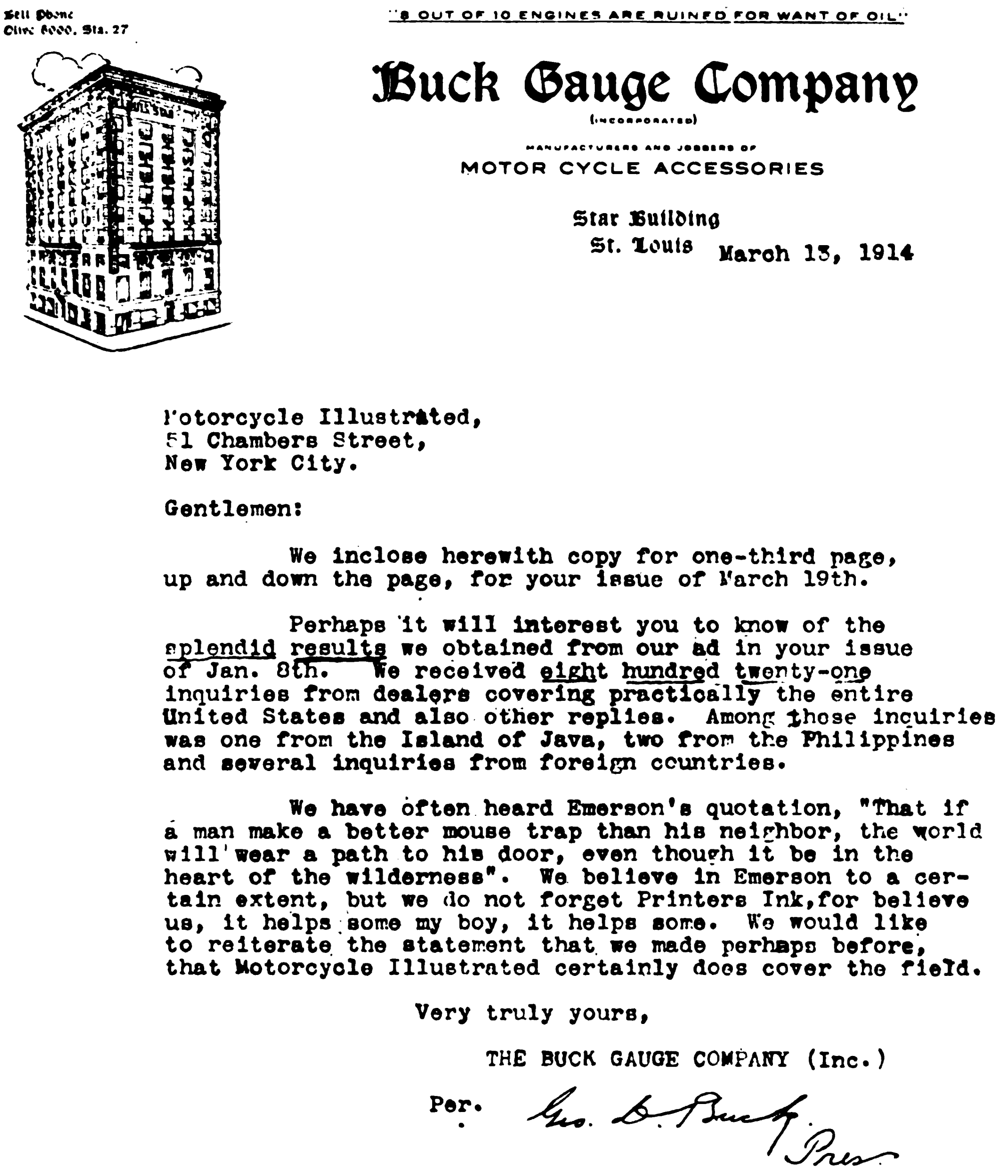
Lighting is also very important. The window lights should be so arranged that they will set off the motorcycle or accessories effectively without producing an actual glare. Care must also be taken to see that there is sufficient light in all parts of the window to permit of reading any cards or posters that may be used. Remember that seven out of ten prospective motorcycle buyers are workingmen who are engaged throughout the day and who make their inspection trips to the motorcycle agencies at night. Therefore do not overlook the importance of having the windows attractive after nightfall. Do not rely on light from the store to illuminate the show window. The effective window always has its own lighting system. If attention is given to the above details and the layout of the window is changed often enough, it will not be long before returns are noticed. It is likely that the first improvement will be noted in the sales of accessories.

Showing the New Model

About this time of year every dealer is desirous of calling the attention of the public to his new model, or models, and he is often puzzled as to how to arrange his window display. If there are two windows of unequal sizes the larger one should be used of course, and nothing should be placed in the window but the machine and the descriptive matter. If the floor of the window is vari-colored it should be covered with dark wrapping paper, or painted, if the dealer feels inclined to bear this slight extra expense. Place the motorcycle in the rear of the window, well centered, and attach a number of white ribbons to the parts of the machine to which you wish to call particular attention, the ribbons leading to cards detailing the merits of the special feature referred to. The cards should not be over 2½ by 4 inches, and the lettering on them must be clear and neat. They may be typewritten, or written with a pen, but the dealer must guard against getting so much on the card that it will prove confusing.

(Continued on page 56.)

821 DEALER Inquiries From Just ONE Advertisement



Bell Phone
Olive 6000, Sta. 27

"8 OUT OF 10 ENGINES ARE RUINED FOR WANT OF OIL"

Buck Gauge Company
(INCORPORATED)
MANUFACTURERS AND JOBBERS OF
MOTOR CYCLE ACCESSORIES

Star Building
St. Louis March 13, 1914

Motorcycle Illustrated,
51 Chambers Street,
New York City.

Gentlemen:

We inclose herewith copy for one-third page, up and down the page, for your issue of March 19th.

Perhaps it will interest you to know of the splendid results we obtained from our ad in your issue of Jan. 8th. We received eight hundred twenty-one inquiries from dealers covering practically the entire United States and also other replies. Among those inquiries was one from the Island of Java, two from the Philippines and several inquiries from foreign countries.

We have often heard Emerson's quotation, "That if a man make a better mouse trap than his neighbor, the world will wear a path to his door, even though it be in the heart of the wilderness". We believe in Emerson to a certain extent, but we do not forget Printers Ink, for believe us, it helps some my boy, it helps some. We would like to reiterate the statement that we made perhaps before, that Motorcycle Illustrated certainly does cover the field.

Very truly yours,

THE BUCK GAUGE COMPANY (Inc.)

Per. Geo. B. Buck, Pres.

Spring Number of MOTORCYCLE ILLUSTRATED *Thursday, April 30th*

(*Continued from page* 54.)

Care should be taken to see that the ribbons do not cross, as if the layout appears to be intricate very few people will take the time to puzzle it out. To guard against confusion in this direction the cards may be arranged in two or three distinct levels. The ribbons leading from the lowest parts on the motorcycle will run to the series of cards closest to the machine. Those leading from parts throughout the center of the machine will extend to a second row of cards and those running from the top of the motorcycle will lead to still a third row. In this way it will not be necessary to cross any of the ribbons. One of the accompanying sketches shows the method to be followed.

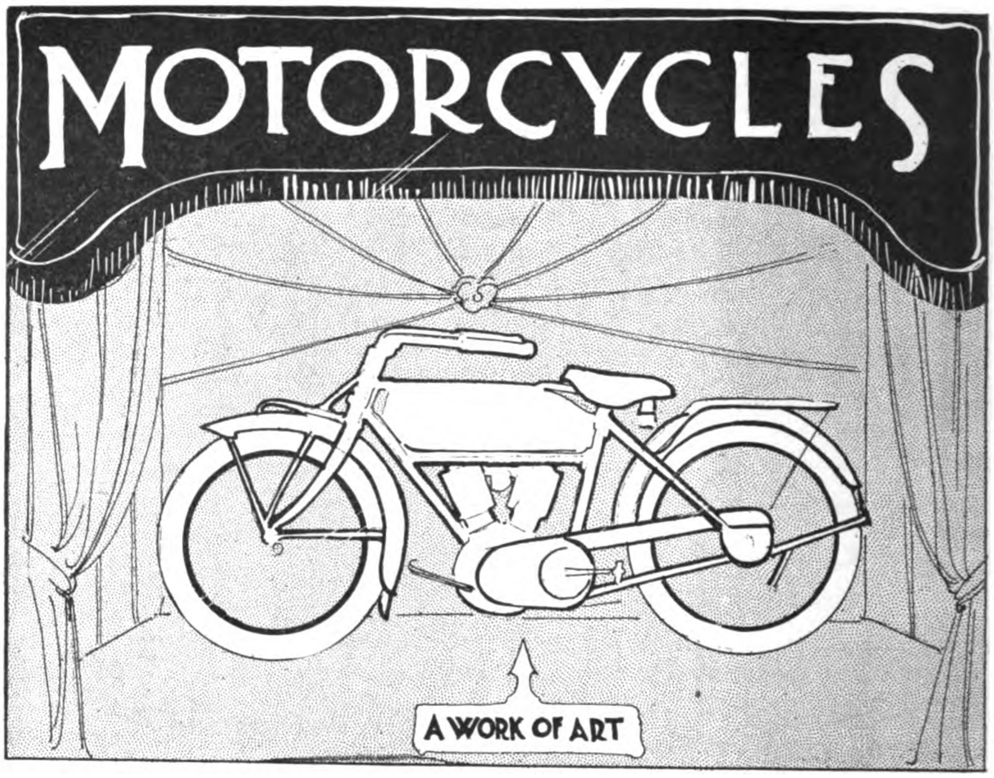
Keeping Up the Interest

After one side of the new model has been shown for a week or ten days it may be well to turn the machine around and display the other side. If this is done a catchy sign should be used with the inscription "The Other Side," so that passersby will not glance at it and jump to the conclusion that they are looking at the original display. It will be found that between twenty and thirty cards can be used to good effect for each side of the machine. I am not claiming, understand, that this card idea is brand new (wide-awake dealers in the larger cities have been using it for some time), but I do say that many dealers who attempt to use it fail to obtain results because they do not keep in mind the necessity for simplicity and contrast. That's why I am discussing it here.

I am convinced that above all other things, the dealer should use a curtain or some other background to separate the window from the store proper. The person on the outside must be able to stand in front of the window as long as he pleases without feeling that he is under surveillance from the inside. If a person obtains the idea that he is being watched he will be scared away, so I consider the curtain or other window partition absolutely necessary. There may be a card in the window bearing a mild invitation to "Step inside and look around," or something of that kind, but no attempt should be made to force the prospect when he is displaying only the faintest interest in motorcycles. Give him reasonable time to think the matter over, and in the meantime keep your show windows looking so attractive that he will stop and study the machine every time he passes. That's good business.

Framing the Motorcycle

Another window display, intended for showing a machine alone, may be arranged easily and at small cost by using crepe paper, such as may be obtained in any five and ten-cent store. The layout calls for a two-color frame for the machine, the frame effect being produced by fastening the strips of colored paper to the corner of the window at a point a few inches above the top of the motorcycle. Then if a few strips are laid around the machine on the floor, and other strips are carried from the corners of the window to the background the effect will be to isolate the motorcycle for careful inspection. Then in one of the lower front corners of the frame should be placed a small sign stating the model and the price of the machine on view, after the general style of an art exhibition. Over the frame, or down in front, may be placed a card bearing a catchy and pertinent inscription such as "A Work of Art." The colors used in this display should be chosen with regard for the finish of the machine to be shown. For instance, a red machine might be effectively framed in red and white paper.

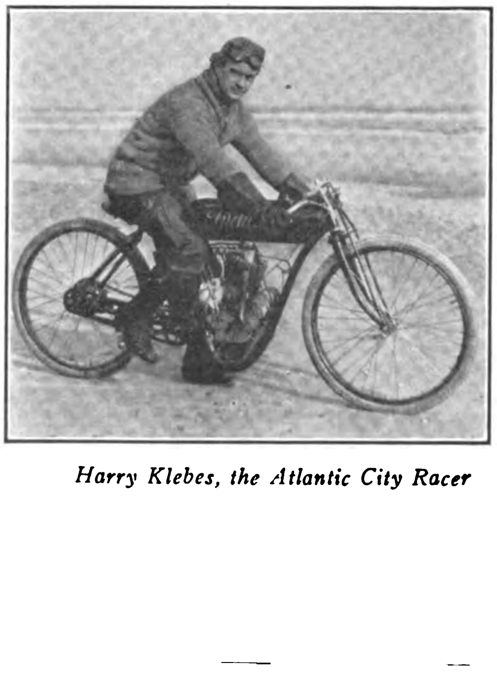


A Method of Framing the Motorcycle in the Window to Concentrate Attention Upon It

A brown machine might be surrounded by a brown and green frame, a mount with orange finish would look well if framed with purple, a dark blue machine could have trimmings of blue and cream, and so on. Naturally, this scheme could not be applied directly to a black machine, for a frame of black and white would be altogether too funereal, but a red or yellow frame would no doubt give a fine effect. There are great possibilities in the way of lighting such a window at night, as by covering the electric bulbs with some of the colored crepe paper the whole window will be bathed in a soft colored light. These are but two of the many window displays which any dealer can arrange at a very moderate outlay. Several others will be described in an early issue.

ATLANTIC CITY BEACH RACES

Weather conditions, as well as the course, were ideal for the races recently held at Ventnor Beach under the auspices of the Atlantic City (N. J.) M. C. The races were finals for trials held several weeks before. Large crowds turned out to see the contests, the most thrilling of which was the one-mile event for twin-cylinder racing machines, which was won by Harry Klebes, who is credited with making 85 miles an hour. No time was taken. Klebes is shown in the accompanying picture. Summaries:



Harry Klebes, the Atlantic City Racer

One-mile race for 4 h. p. single cylinder machines—Won by Wallace French, Indian; Risley, Harley-Davidson, second.

One-mile race for 7 h. p. stock machines—Won by Wallace French, Pope; Powell Hudson, Pope, second; Richard Willard, Excelsior, third.

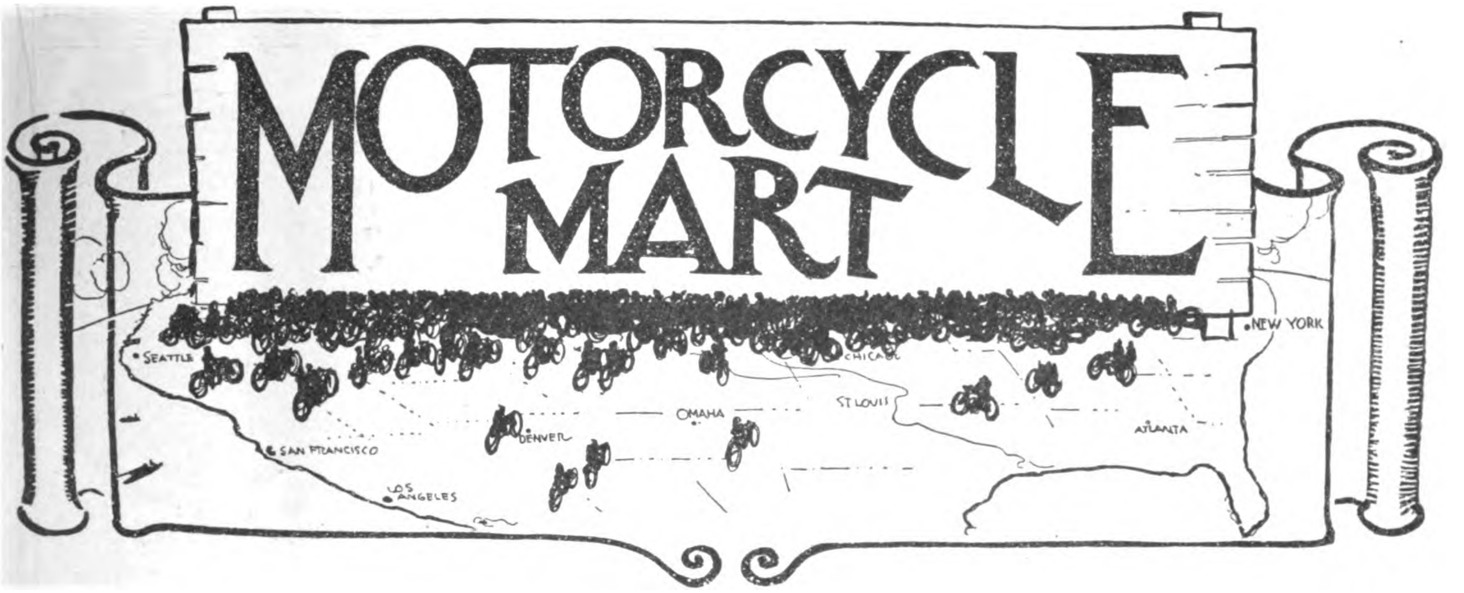
One-mile event for twin cylinder racing machines—Won by Harry Klebes, Indian; French, Pope, second.

One-mile race for twin cylinder machines—Won by Gravatt, Indian; French, Pope, second; Fred Reed, Excelsior, third. Second heat—Won by Mahoney, Pope; Hudson, Pope, second; Newman, Thor, third. Third heat—Won by Newman, Indian; Risley, Harley-Davidson, second.

Announcement is made by the Columbus (O.) branch of the Goodyear Tire & Rubber Company that it has discontinued its retail department.

TO IMPROVE NATIONAL HIGHWAY

It has been estimated that the cost of improving the National highway from Columbus to the east corporation line of Ohio will be about $2,000,000. Bonds for the paving of the road from Bridgeport to Fairview, in Belmont County, will be sold about April 1. According to specification the road will be constructed of brick, and will be 18 feet wide. The cost of the work to be done in Belmont County is estimated at $669,000, and work is to be begun about May 1.



Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

FOR SALE—1913, Excelsior, 7 h. p. twin. $125 to quick buyer; 1215 Haddon avenue, Camden, N. J.

FOR SALE—Triumph roadster motorcycle (English), 3½ h. p., with three-speed gear complete with sidecar, brought to this country for experimental work, perfect condition, never ridden. Lists at $375. Cost about $450 duty and freight paid. Will sell for $225 cash. The Davis Sewing Machine Co., Dayton, Ohio.

BARGAIN—1913 twin Excelsior, like new; tandem and luggage carrier, large pump and all tools; run only 1,820 miles. First check for $185 takes it. Geo. B. Ingram, Waynesburg, Pa.

FOR SALE—Brand new 1914, 8 h. p. twin Harley-Davidson; positively never uncrated. Cost $250. Will sacrifice for $220, being physically unable to ride. Terms C. O. D. Write L. M., Box 151, Dearing, Ga.

FOR SALE.—Battery Indian $35. Battery Harley $60. 1911 twin Excelsior $115. 1912 magneto Monarch 5 $90. Slightly used 1913 Harley twin $185. 1913 De Luxe 9 $175. 1913 Eagle 5 $125. Arthur Henderlong, Crown Point, Ind.

FOR SALE—4 h. Merkel motorcycle, spring frame. chain drive, Eclipse clutch; run 1,500 miles; perfect mechanical condition; price $125. F. G. Anderson, Staffordsville, Va.

FOR SALE—1911 twin Indian, first class condition, clutch, Bosch magneto and cutout, luggage carrier and good tires, price $75. Also cyclecar running gear, $5. C. A. Lounsbury, Springdale, Conn.

FOR SALE—Nine horsepower 1913 twin Monarch and sidecar. Equipment includes exhaust and bulb horns, large lamp, Prest-O-Lite tank, etc. A handsome machine and most powerful stock motorcycle manufactured. Positively ridden less than 200 miles. Owner physically unable to ride. Cost $350, sell complete for $225, or without car $210. Send $25 with order, balance, C. O. D. Penn Motor Supply Co., 5900 Penn avenue, Pittsburgh, Pa.

1913 SINGLE YALE, 5 h. p., completely equipped; run about 500 miles, $150. Will send C. O. D. subject to inspection on receipt of $20. F. P. Mascari, Ironton, Ohio.

GREAT BARGAINS in Excelsiors, Harleys, R. S., Merkels and Hendersons; belt and chain. Mayo, the Motorcycle Man, Reading, Pa.

FOR SALE.—My 7 h. p. twin Indian, in perfect condition, with luggage carrier, new tandem spring seat, all tools, in absolutely perfect condition. Price, $135. Write quick. W. H. Moore, R. 2, Rome, N. Y.

MISCELLANEOUS

MOTORCYCLISTS ATTENTION!—You start business today. Side line or full time. Remit 24c., pocket samples outfit complete. $6.75 per day clear. Now! Morgan Mfg. Co., Dept. R, Newport, R. I.

YOU CAN greatly increase your income by representing our line of lighting systems; our "MATCH LIGHTING LAMPS" sell like wild fire both in town and rural districts. No experience required, profits large, exclusive territory to right parties. Don't delay writing for FREE catalogue and full information. Doud Lighting Co.. 175-G No. Sangamon, Chicago.

BARGAINS in used and shop-worn motorcycles, send for list of machines. Prices $25 and up. All guaranteed. Ward Brothers, 212 Broadway, Camden, N. J.

WANTED—Engine for 1913 single cylinder M-M. Also magneto and clutch. J. L. Figures, Atlanta, Texas.

WANTED—Sidecar, adapted to Indian, good condition, reasonable. L. Darby, Belvidere, Ills.

NEW ERA PARTS--1911, 1912, 1913, supplied by Auto Motor Cycle Co., 2216 North Broad street, Philadelphia, Pa.

GET our plan for monogramming automobiles and motorcycles by special transfer method. Motorists' Accessories Co., Ashland, O.

THE MOTORCYCLE FOUNTAIN PEN is guaranteed self filling and will not leak in any position you place it. Just the thing for motorcycle riders. Satisfaction or your money back. 50 cents post paid. Specialty Sales Co., 117 Bruen street, Newark, N. J.

AGENTS WANTED for Brooklyn, Long Island and Staten Island for the Jefferson motorcycle, "the fastest machine on the road." Call or write for proposition. Gotham Sporting Goods Co., 57 Warren street, New York.

DEALER'S CARDS, Etc.

AN ADVANCE SALE of high-grade motorcycles slightly used, all standard makes. twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

GUS ROTHOLZ, agent for Indian and Excelsior, 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2337.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributors, 94 St. Nicholas avenue, New York. Special!!! Luggage carriers to fit only 1913 and 1914 Yale motorcycles, $2.50 cash with order.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge). Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

WE ARE AGENTS for Pope motorcycles and Simplex sidecars. Riverside Motorcycle Garage, 533 W. 110th street, near Broadway, New York.

T. J. SIXSMITH, expert repairing; New York agent for Excelsior motorcycles. 203 W. 100th street, New York. Telephone, 8861 Riverside.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 312 Amsterdam avenue, New York City, Eastern distributor.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO. —Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City. Tel. 7903 Schuyler.

20th Century

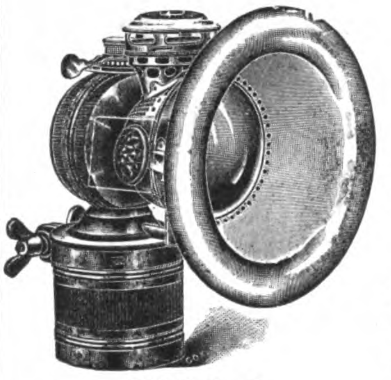
LAMPS

Are renowned for their great reliability, their splendid light throwing qualities, their handsome appearance and their long lasting ability. They are always GUARANTEED FOR GOOD SERVICE.

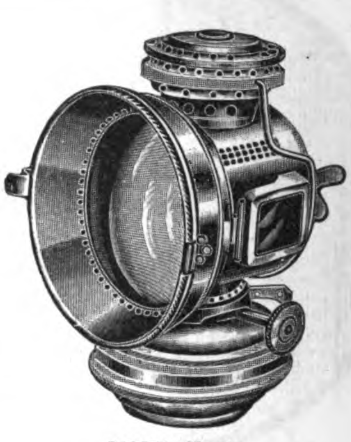
BICYCLE OIL LAMP

This lamp is noteworthy for its perfect burning qualities. It has been a favorite for many years and is more popular now than ever. The steady, evenly burning, cleanly and dependable oil lamp, after all, is an exceptionally good light for bicycles. We're selling lots of them.

Made of Brass. Nickel Plated, Height 5½ in., Weight 13 oz. Special bayonet catch for oil well. Burns about 12 hrs. on one filling.



MODEL No. 6



MODEL No. 1
Bicycle Oil Lamp

BICYCLE AND MOTORCYCLE GAS LAMP No. 6

This is a lamp of unequaled value for the money. It is well made, strong and powerful—always a good seller. A self-contained lamp, but especially reinforced for motorcycle and carriage service. Has extension reflector 6 inches in diameter and gives about 125 candle power light. Equipped with same improvements as No. 2. Write for new price.

FREE OFFER TO DEALERS

Absolutely without charge, we will send 6 Tip Picks to any dealer filling out and mailing to us the coupon below.

20TH CENTURY

20th Century Mfg. Co.
420-422 Ogden Street
NEWARK, N. J.

Tip Pick ½ actual size

Gentlemen: Please send 6 Tip Picks at no charge to me.

Name ....

Address ....

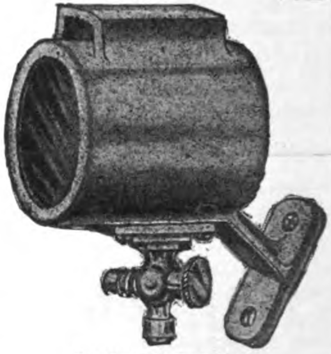
I (we) represent the...............................Motorcycles — Bicycles.

THE FAIRY TAIL LAMP

A valuable lamp for all motorcyclists. Made entirely of aluminum. A perfect combination of lightness, compactness and efficiency. When the protecting qualities of this little beauty are considered the small cost seems even smaller.

Send for Catalog.

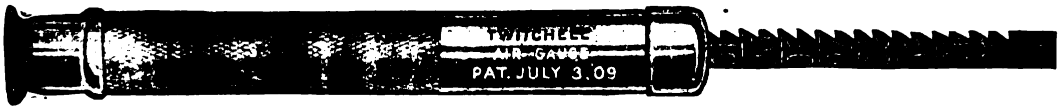
20th CENTURY MFG. CO.
420-422 Ogden Street NEWARK, N. J.



FAIRY TAIL LAMP

The New Positive Lock Stop

TWITCHELL AIR GAUGE



is not only tire insurance, but in the case of motorcyclists, it comes pretty near being accident insurance as well.

When you are riding on two wheels, a blowout is very much more dangerous than when you are riding on four.

A tire tested as to its inflation by a Twitchell gauge will not blow out.

If it is economy to keep your tires inflated to the requisite pressure in an automobile, where the weight and jolts are distributed among four tires, how much more so in a motorcycle, where the entire burden and jar fall on two wheels only.

The use of a Twitchell will not only keep down your tire expense, but will give you besides the peace of mind which comes from a sense of safety.

PRICE ONE DOLLAR

For Sale by Jobbers, Dealers, Garages or

THE TWITCHELL GAUGE CO., 1213 Michigan Ave., Chicago

"Hello! Give Me the Best Dealer in Town

Is this the best dealer in town? This is Every Rider. I called you up, Mr. Best Dealer, because I knew you had what I wanted—and wouldn't stick me with a substitute. I want the chain that's called 'The Motor's True Mate,' the chain that helped the Excelsior win the Grand Prize Race at Savannah—yep—you got me—I want

"The Coventry" Chain

and nothing else."

Dealers and jobbers—do you realize the significance of the conversation along these lines, that is happening all over the country—every day in the week? When riders come to you for replacements, give them what they ask for—nine times out of ten they want "The Coventry" Chains. And as a talking point in the sale of a new machine "The Coventry" Chain is an important factor. In spite of the fact that it costs more than ordinary chains, many manufacturers are carrying out their reputation for quality accessories by equipping with "The Coventry" Chains.

Write for our dealers' prices and territory terms.

Riders—get our booklet on the care and repair of chains.

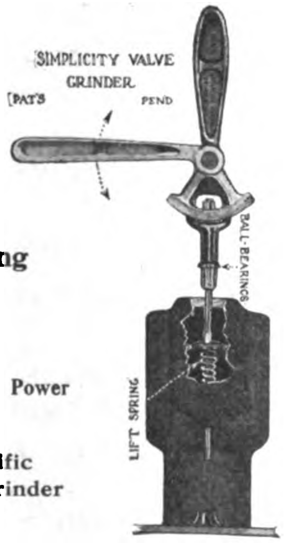
Herbert F. L. Funke Co., Inc. 112 BROAD STREET
NEW YORK

ADD POWER

TO YOUR MOTOR By grinding valves easily and accurately without removing piping or wires.

TO YOUR SALES By filling a long-felt want of every gas engine owner.

ORDER
TODAY
$3.00



Makes Valve Grinding a Pleasure

SAVES Valve-Seats, Gasolene, Time and Power

The Only Scientific Ball-Bearing Grinder

JOBBER
DEALER
LIBERAL
DISCOUNTS
Big
Satisfactory
Sales

STURDY
SIMPLE

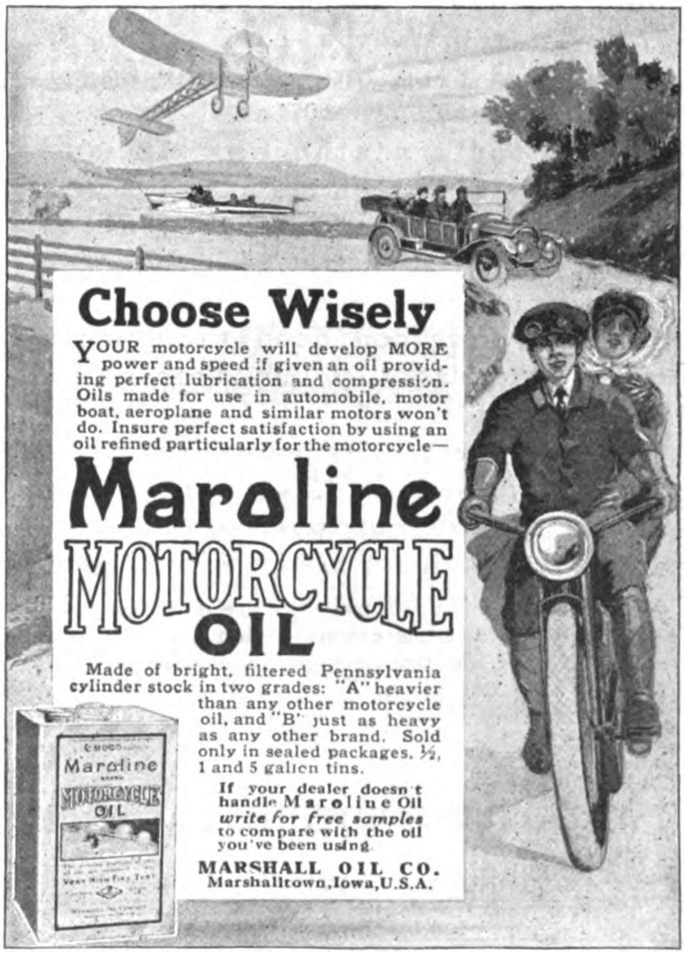
Tight Valves Mean a Cool, Quiet and Efficient Motor

Simple and Unfailing—Requires only enough pressure to hold valve lightly on seat

Insist on the Just Simplicity Ball-Bearing Grinder

Send for Card G

J. H. JUST SPECIALTY WORKS 326 W. FAYETTE ST.
SYRACUSE, N. Y.



Choose Wisely

YOUR motorcycle will develop MORE power and speed if given an oil providing perfect lubrication and compression. Oils made for use in automobile, motor boat, aeroplane and similar motors won't do. Insure perfect satisfaction by using an oil refined particularly for the motorcycle—

Maroline
MOTORCYCLE
OIL

Made of bright, filtered Pennsylvania cylinder stock in two grades: "A" heavier than any other motorcycle oil, and "B" just as heavy as any other brand. Sold only in sealed packages, ½, 1 and 5 gallon tins.

If your dealer doesn't handle Maroline Oil *write for free samples* to compare with the oil you've been using

MARSHALL OIL CO.
Marshalltown, Iowa, U.S.A.

12,000 MILES ON EMPIRES

THE TELEPHONE MAN

Chicago, Ill., 1/29/14.

Empire Rubber & Tire Co.,
1627 Michigan Avenue,
Chicago, Ill.

Gentlemen:-

In February 1913 I purchased from your firm one of your Empire Motorcycle Tires which I have ridden for a distance of 12,000 miles as a telephone repairman, over all kinds of streets, alleys and byways, and in all kinds of weather. The tire now would be in apparent good condition had I not inadvertently run over a glass bottle and cut the tire.

Too much cannot be said about the Empire Motorcycle Tire as to durability and reliability, and I can cheerfully recommend it as such.

Yours very truly,
HERB. CALDWELL,
6537 St. Lawrence Ave.

Empire Rubber & Tire Co.
Factories: Trenton, N. J.

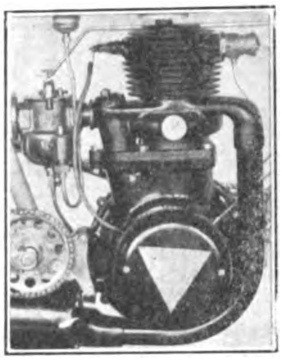
Schickel

"It's So Simple I Don't See How It Can Go"

TWO STROKE

VALVELESS

This was the naive remark of a lady visitor who inspected the Schickel at a recent exhibition. She saw none of the usual earmarks of the usual motorcycle. There were no snickering cams, no disfiguring valves, no moving gears, no bouncing rocker arms. The entire mechanism was enclosed and one had to listen closely to learn whether the motor was running or not. Only a faint purring was heard. The clean-cut lines of the motor give no hint of the tremendous surge of power inside.



Schickel Service

Every part of the Schickel motorcycle has been built to meet the insistent demand of the motorcycle rider for SERVICE—plain, ordinary trouble-less utility. Hence the Schickel purely automatic oiling without pumps, gearing, sight feeds or tubes. It feeds the motor with enough oil for the work in hand, no more and no less.

And the Schickel enclosed magneto, dustproof, waterproof and oil-proof, operating by rocking the magneto about the armature shaft, producing a maximum spark at any position of the spark lever.

The Schickel three part motor is entire devoid of gears, cams, valves, rocker-arms, etc. There is no chance for wear on the Schickel motor.

Write for further interesting Schickel details and the Schickel letter to dealers.

The Schickel Motor Company, 59 Garden Street, Stamford, Con

Motorcycle Tours in the United States

Accurate maps of over three hundred and fifty tours through every state in the Union. Tours from 50 to 500 miles in length. Concise descriptions of road conditions, striking illustrations of scenic splendors in every part of America.

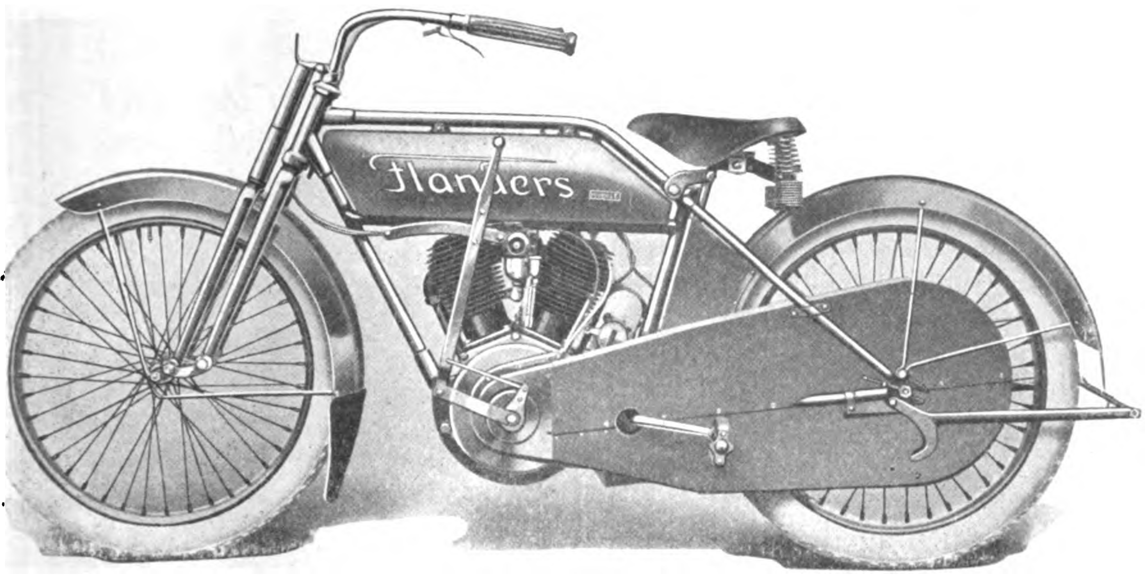
A truly practical and reliable volume in every respect.

15c a Copy

Motorcycle Illustrated
51 Chambers St., N. Y.

The Motorcycle That Makes Greater Sales Possible

—FLANDERS



To dealers in open territory—We say a two-cent stamp or a post card will put you in touch with a proposition to greatly increase your sales and make money. Why not find out? It's bound to interest you either directly or indirectly. Can't help it.

Single
$165

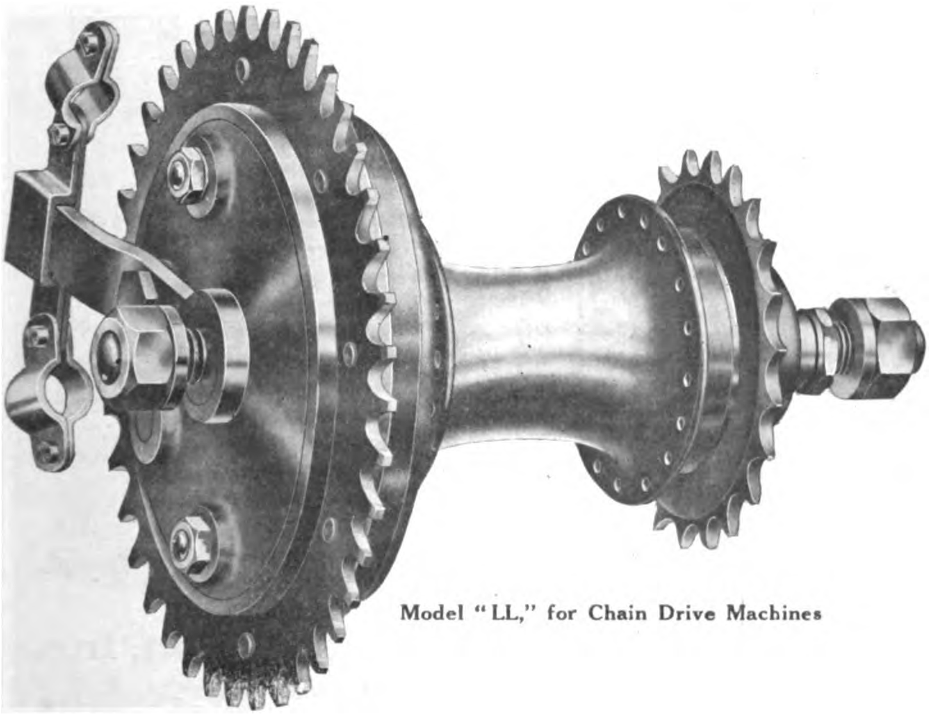
Twin Direct Drive
$210

We are not yet signed up to our full capacity, but soon will be. Better Hurry.

DIRECT CHAIN DRIVE WITH BELT FLEXIBILITY

MOTOR PRODUCTS CO., Brush and Jefferson, Detroit, Mich.

SAFE AND SURE


Model "LL," for Chain Drive Machines

Here's a common phrase which means a whole lot particularly when talking about the brake on your motorcycle. THE NEW DEPARTURE AUTO-TYPE is four times stronger than the requirements of severest service in the highest powered machines. It is, therefore, four times safe—the 400 per cent. brake.

You can save more money by using this GENTLE GIANT than we can make in selling it to you.

If your dealer cannot show you, write us for special literature.

The New Departure Manufacturing Company, Bristol, Conn.

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

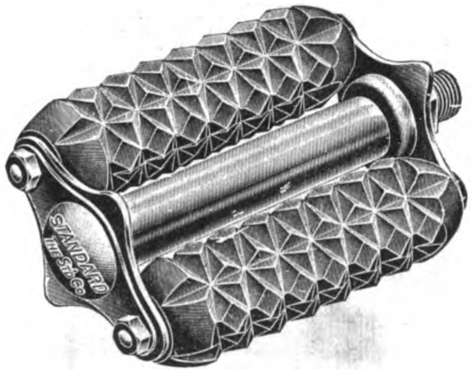
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



No. 3 MOTOR CYCLE PEDAL

The Standard Co.
Torrington, Conn.

There is as much water for drowning purposes beneath a row boat as there is beneath a battleship—

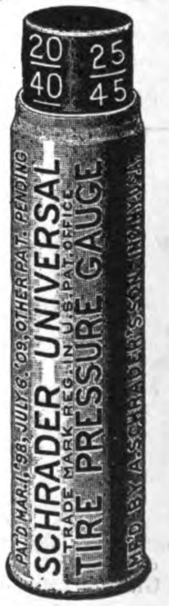
and the chances of shipwreck are greater on board the row boat than on board the battleship—

Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist who carries a

Schrader UNIVERSAL TIRE PRESSURE GAUGE

and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver. Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

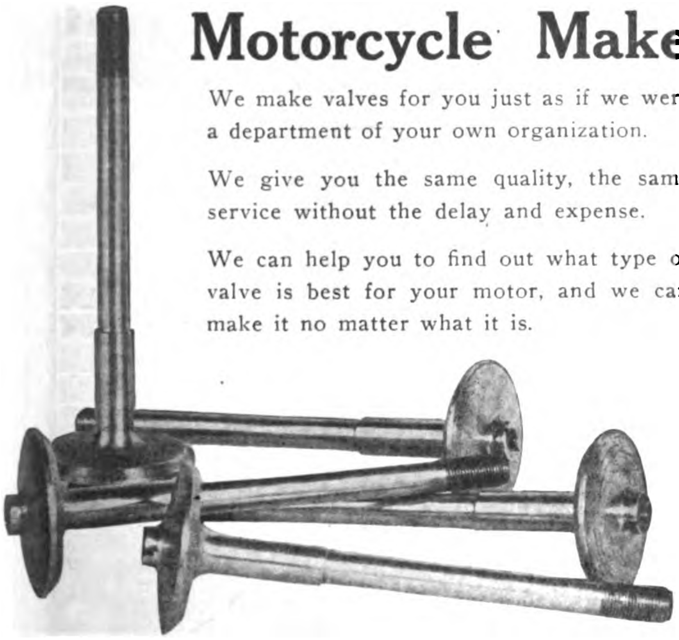


PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

A. Schrader's Son, Inc.
783-791 Atlantic Ave., Brooklyn, N. Y.

A Valve Department for Motorcycle Makers



We make valves for you just as if we were a department of your own organization.

We give you the same quality, the same service without the delay and expense.

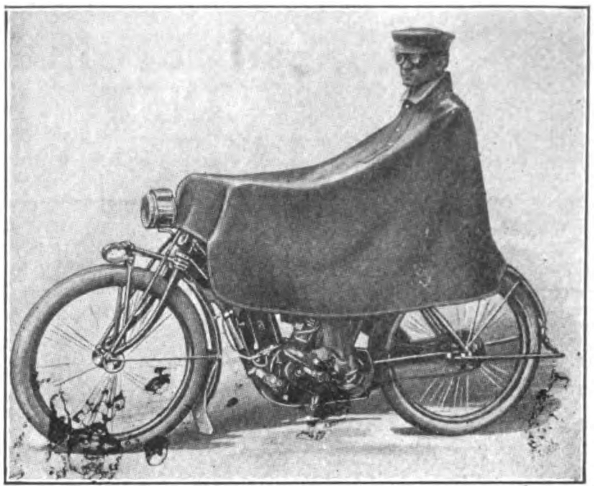
We can help you to find out what type of valve is best for your motor, and we can make it no matter what it is.

Consult us as you would your own engineers.

The Electric Welding Products Co.

A Valve Department for Engine Makers.

Cleveland, O.



LAUGH AT BAD WEATHER

Wind, dust, rain, mud, sleet, cold—these elements will hold no terror for you if you are covered by the warm, waterproof folds of the Czar Cycle Cape. It is the motorcyclist's pal. It keeps him warm and snug in the worst weather—clean and neat along the sloppiest roads—always contented.

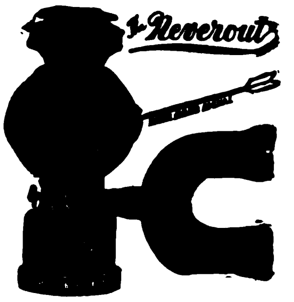
CZAR CYCLE CAPE

The Czar Motorcycle Cape weighs but from 20 to 30 ounces, and when not in use can be folded into a small package. It has a high military collar that fits and can be opened or buttoned. It has quick detachable handle bar clips attached to tan straps under the cape. A buckle adjusts the handle bar attachment so that it will fit any cycle.

WE WILL RETURN YOUR MONEY if after ten days' trial you do not find it all we claim for it. We are manufacturers and you, therefore, do not pay any middleman profits. The price is $4.50. Remit money order or bank draft. Specify size of linen collar when ordering.

The Star Storm Front Co., Troy, Ohio, U. S. A.

Burns 10 hours on one filling



with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

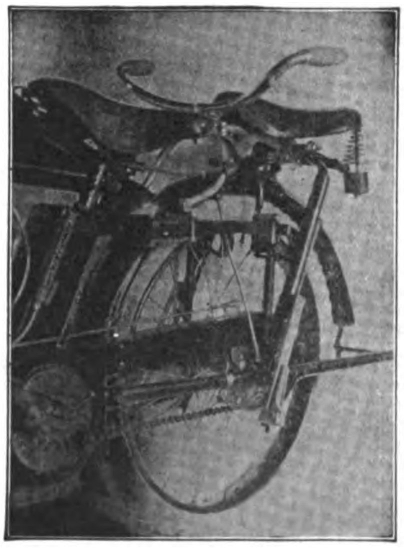
For Sale by Leading Dealers

Made Only by ROSE MANUFACTURING COMPANY

933 ARCH STREET, PHILADELPHIA, U. S. A.

MUELLER

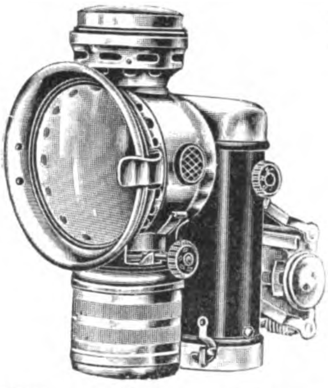
Tandem Attachment for 1914 Indians



It's made for the Indian, by an Indian rider and dealer—and it belongs on every Indian.

That's all we have to say.

L. J. Mueller
6307 Woodland Ave.,
Cleveland, O.



$4.00

SOMETHING NEW

A lamp using either electricity or oil—many times an invaluable quality, for when you need a light you want it badly. Burns twice as long as ordinary lamps—always ready—never fails. This is the

FRANCO

Combination ELECTRIC and OIL LAMP for Motorcycles and Bicycles

Dealers: This is a wonderful selling proposition. Riders quickly recognize the many good points of this lamp and want it.

Dealers: Get in line.
Write for discounts.

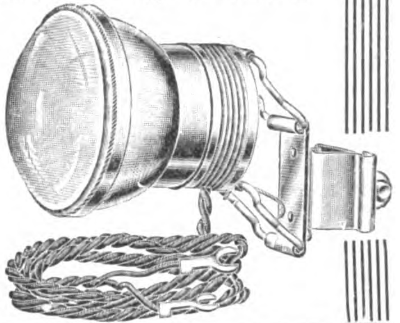
No. 4818

Bicycle Lamp, complete with Tungsten Bulb, Battery and Leather Battery Bag.

Price $3.75

Send for full particulars.

**INTERSTATE
ELECTRIC NOVELTY CO.
27 Park Place New York**



No. 4818

Are You *Sure* That Everything Is O. K.

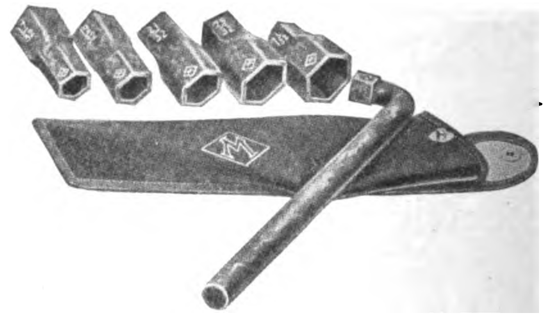
on your machine before starting on a tour, a race or an ordinary run? A loose adjustment may make trouble. Be on the safe side—carry in your tool bag the only "practical life insurance," the

Mossberg Socket Wrench Set

Its five hardened steel sockets with handle will reach the most inaccessible parts of your machine and make adjustments easily and effectively.

At your dealers or direct........................ $1.20
Write for our Catalog No. 166.

**FRANK MOSSBERG CO.
ATTLEBORO, MASS.**



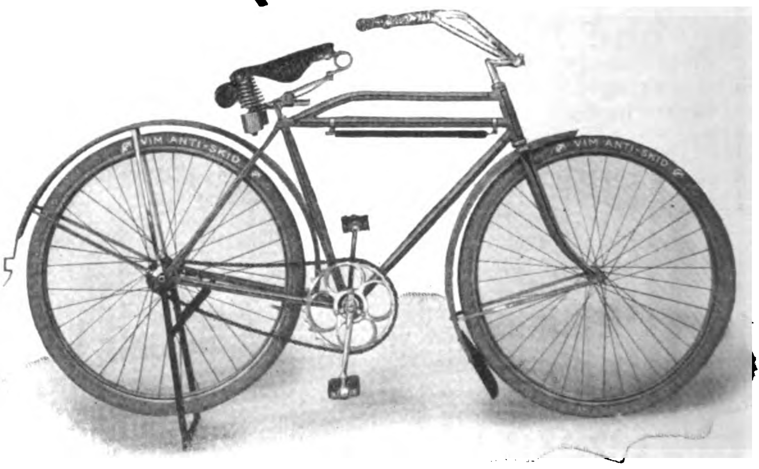
The VIM Bicycle—

A Truly Finished Product

"The Best is the Cheapest in the Long Run"

Finished in appearance, in design, in workmanship, and—last but not least—in service, the Vim Bicycle stands out from among the ordinary bicycles as a quality product in every sense of the word. Every fitment on the VIM shows signs of conscientious manufacture and exquisite finish. The finish on the VIM Bicycle compares favorably with that of the highest grade automobiles. Four coats of enamel and hand rubbing after each coat, assures years of wear.

Hanger bearings, cups and cones turned from the solid bar, permanently lubricated hanger, heavy gauge, raised center type guards, four extra spokes in front wheel, giving added stability to the rim—equipment that cannot be beaten by any bicycle made—these are some of the features that distinguish the VIM bicycle.



MODEL No 501
Price complete, $42.50

SPECIFICATIONS IN BRIEF

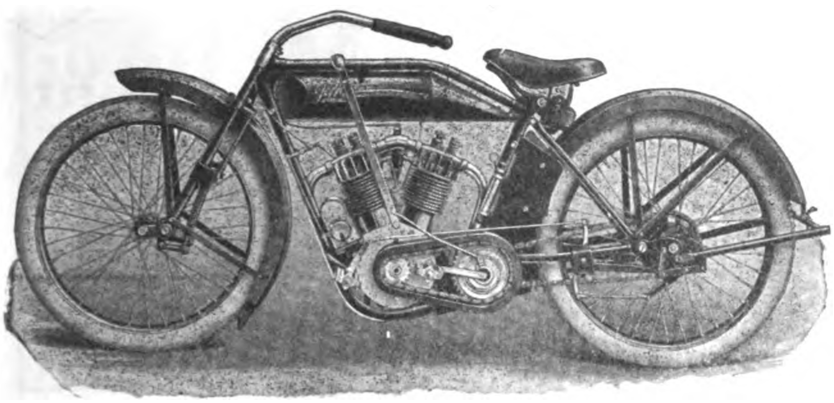
1 inch, 18 gauge Shelby Tubing with one piece forged fork crown, Adams Stand, Raised Center Extended Guards, Motor-Bi Bars with Boy Scout Grips, Duckworth Roller or Nickel Steel Block Chain, .092 Diamond E. Spokes, Heavy non-Skid Tread Tires, De Luxe Truform or Easy Saddle, Imported 18" celluloid frame pump.

DEALERS—Don't fail to get that catalog and full description of the VIM line. It means a real saving for you.

**Vim Cycle & Hardware Co.
137 Broadway, Buffalo, N. Y.**

**VIM CYCLE & HARDWARE CO.
137 BROADWAY, BUFFALO, N. Y.**

Please send me your bicycle catalog.
Name..............................
....
Address...........................



Lightning Speed, Automobile Comfort, Lightness, Strength and BEAUTY

What motorcycle can combine in its makeup all the features stated above? We admit that there are machines that are fast—comfortable, strong and handsome—but we claim that the JEFFERSON has MORE of each of these qualities than any other motorcycle.

JEFFERSON

All the features that have been proven good and sound in motorcycle construction are contained in the Jefferson, plus some individual features that lift the Jefferson out of the commonplace and put it in a class distinctly its own. Write for the points of difference in the Jefferson.

Our booklet is awaiting your name and address.

WAVERLY MFG. CO., JEFFERSON, WIS.

WEED ANTI-SKID CHAINS insure safety to Motorcyclists Prevent skidding and Slipping.

Maximum Traction
Easy Steering and Perfect Safety

Mud, sand, slippery pavements, ice and snow will not spoil your sport if you always carry

Weed Anti-Skid Motorcycle Chains

NECESSARY FOR THE MOTORCYCLE—AS THEY ARE NECESSARY FOR THE AUTOMOBILE

Weed Anti-Skid Motor Cycle Chains

Just as perfect in principle, construction and workmanship as WEED CHAINS for automobiles. Make motorcycling absolutely safe—sixty miles an hour with perfect safety.

The continuous "creeping" prevents injury to the tires and keeps them clean, thus minimizing the chances of punctures. Extreme lasting qualities.

Easily carried as the small bundles they make in their canvas bags take so little room that they could be carried in your pocket, when not in use, without inconvenience.

Order them from your dealer or write for particulars.

WEED CHAIN TIRE GRIP COMPANY
28 Moore Street **New York**

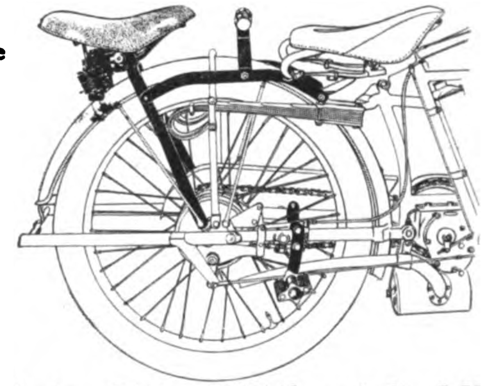
Tandem Attachments For All Model Indians

1909, 1910, 1911, 1912, 1913, 1914

The BU-CO Tandem

The only Practical Tandem for 1914 Model Indians

Note the Low Saddle Position Complete with Pan Dandy or Superba Saddle



Note the Neatness of Construction Rubber Hand Grip Rubber Front Pedals

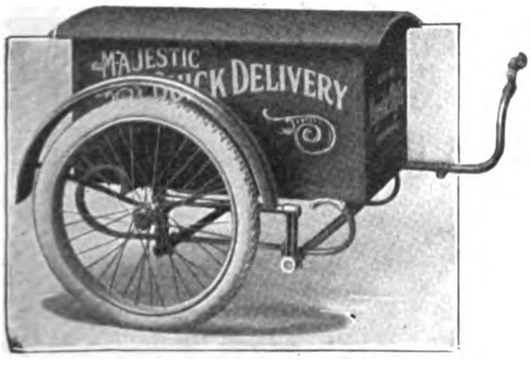
Complete, $15 Without Saddle, $10

Bu Rem Tandems complete
For 1909, 1910, 1911 and 1912 Indians, $18.00
For 1913 Indians, $15.00

Write for Catalogue of Our Specialties

Special Low Prices to Dealers

THE HERMAN BUMILLER CO.
(Successors to The Bumiller Remelin Co.)
No. 432 Main Street Cincinnati, Ohio
Distributors for the Silent INDIAN



PRICE $65.00

MAJESTIC TWO-IN-ONE

Wind Splitter and Delivery Van

A Passenger and Commercial Combination

Many inquiries in the past for a combination passenger and commercial Side Car have led us to standardize our chassis for the accommodation of both our famous Wind Splitter and Delivery Van bodies. These can be interchanged in from five to ten minutes.

This Splendid Outfit Complete, Price $95.00

Write today for details.

MAJESTIC MANUFACTURING CO. Worcester, Mass.

There is none to equal the

V-Ray Motorcycle Spark Plug

Insures perfect ignition and never fails to satisfy; can not be injured by heat or oil.

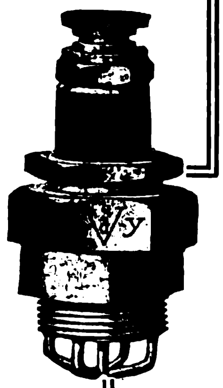
Guaranteed to Give More Power On

LESS GAS

Two Types

Porcelain	"MICA"
$1.00	$1.25

At All Jobbers
At All Dealers



The V-Ray Company
MARSHALLTOWN, IOWA

The Spring's in the Air—And in the Baxter!

"The Quality Car"

Winter is over—and now for a bracing run on the road—not **alone! Oh,** no! With a fair companion at your side in "the Quality Car" **you can** double the joys of Spring riding.

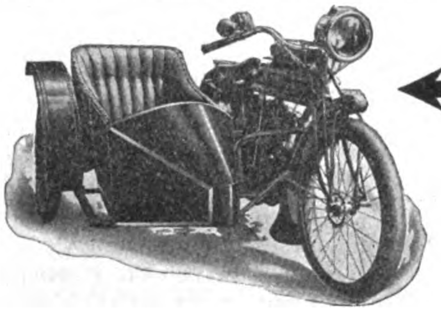
Guaranteed comfort is afforded by the Baxter Spring Wheel, the **greatest** triumph in scientific shock absorbing construction. It comprises **two** perfectly tempered tension springs, fitted to the axle. These **springs** afford a perfect "velvet" rebound on all road shocks.

The Baxter Is Built Close to the Ground

Its low underslung frame carries the body but sixteen inches from **the ground.** This assures holding the road at all times and minimizes road shocks. This frame is exclusive and covered by patents **restricting** its use to Baxter sidecars.

Write for our remarkable dealer's proposition today.

Baxter Sidecar Co.
119 Broadway, Cambridge, Mass.



J-M (Mezger) SOOT-PROOF SPARK PLUG

No soot—so will not short-circuit. Porcelain insulation becomes so hot at tip end when plug sparks that soot is burned up instantly.

Porcelain withstands rapidly changing temperatures. Never cracks or breaks.

Guarantee: If any plug does not give satisfactory service, we will exchange it for a new one.

Price $1.00. Sold by most dealers or shipped direct from our nearest Branch.

Write for Interesting Booklet.

H. W. JOHNS-MANVILLE CO.

Albany
Baltimore
Boston
Buffalo
Chicago
Cincinnati
Cleveland
Dallas
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Indianapolis
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Los Angeles
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Milwaukee
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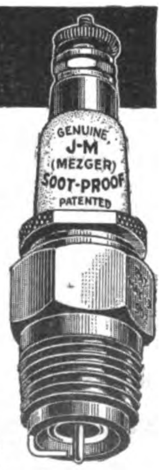
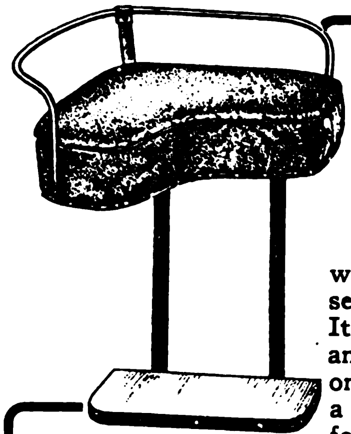
Pittsburgh
San Francisco
Seattle
St. Louis
Syracuse 2228





Mohawk Easy Side Seat

If your wife or best girl won't straddle a tandem seat, get a MOHAWK. It permits of her sitting in an easy, natural position, on a seat as comfortable as that in an automobile. The road ahead is always in view and she can quickly jump off upon the first sign of danger.

If you have a 1913 or 1914 Indian with cradle spring frame you can also attach the MOHAWK spring carrier which will add greatly to the usefulness of the outfit.

Sit Forward Without "Straddling"

Specifications

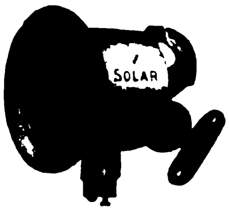
The genuine leather upholstered seat is 18 inches wide and 15 inches long, placed on 3 inch shock-absorbing springs. The footrest is 6 x 13 inches in size, covered with white rubber matting. Price $15, including skirt guard. Write for a fully descriptive booklet.

Bowen Bros.
54 South Street Utica, New York

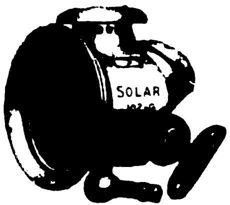
Your Dealer Has All Solar Models

You'll find the complete SOLAR line in practically every dealer's store. There you will have an opportunity of seeing for yourself the remarkable variety, efficiency and quality of the SOLAR line.

Solars
"The Lamps With a Pedigree"

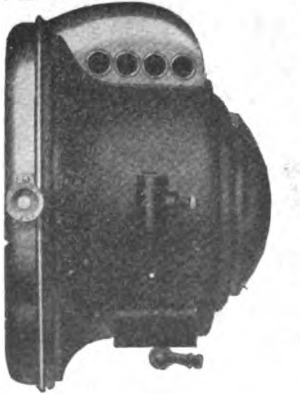


Electric 102E



Gas 102G

Motorcycle Tail Lamps



"Grandad" Headlight

Grandad, shown here, is our largest and positively the most powerful headlight on the market. Made of heavy drawn brass, with a front diameter of 9½", 6¼" in depth. Fitted with 6" SOLAR special short focus lead glass lens mirror reflector, which, with the front aluminum reflector produces the two necessary fields of light. Has adjustable ½ foot tip, removable door glass, lens mirror and front reflector. Price $7.00.

Write for our catalog covering our complete line.

The Badger Brass and Mfg. Co.
Kenosha, Wis., or N. Y. C.

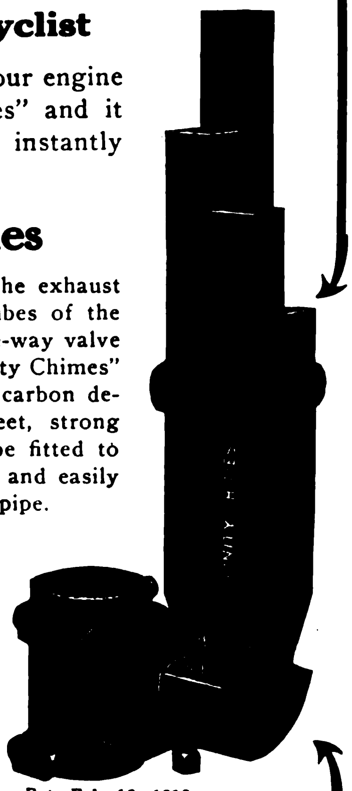
An Open Road

For the Motorcyclist

Just deflect the exhaust of your engine through the "Trinity Chimes" and it gives a distinct signal that instantly clears the way.

Trinity Chimes

fit easily the exhaust pipe and the exhaust is deflected through the four tubes of the horn by the operation of a three-way valve with foot or hand control. "Trinity Chimes" clears itself automatically of all carbon deposits and always gives a sweet, strong tone even on low speed. May be fitted to any make of Motorcycle quickly and easily without cutting off the exhaust pipe.



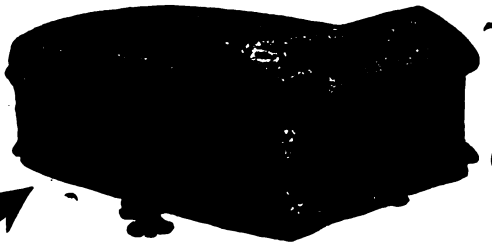
AT YOUR DEALER

Try the "Trinity Chimes" at your dealers or garage. If you cannot secure one there, write to us for prices and illustrated booklet.

THE COMING MFG. CO.
Railway Exchange
Chicago, Ill. - U. S. A.

Pat. Feb. 13, 1912.
Pat. Feb. 13, 1913.
Pat. on Split Valve allowed.

Double Service with the Cabinet Spring Seat



Two in One

Perfect Finish

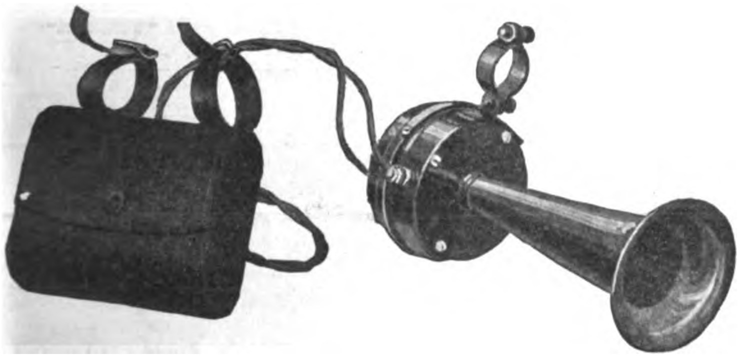
Here is an article of **real utility** to the motorcycle rider. You get a combination of a luxuriously comfortable tandem seat and a roomy tool or kit case that affords ample room for tools, skid chains, tubes, small articles of luggage, etc.

The upper section rests on a series of perfectly tensioned springs. These springs are imbedded in a one-inch solid wood support on both upper and lower sections, which prevents any side swing. Between upper and lower sections is a compartment as shown in cut. While affording the necessary "give" so essential to comfortable riding, these springs still leave ample room in the cabinet.

The Cabinet Spring Seat is made in two sizes—9 x 15" and 10 x 15"—in natural leather color. Easily attached by clamps, spring washers and wing nuts which makes it the safest and best for tandem riding. Price, $4.75.

For Sale by all leading Jobbers and Dealers.

Cabinet Spring Seat Co., 175 Market Street
Paterson, N. J.



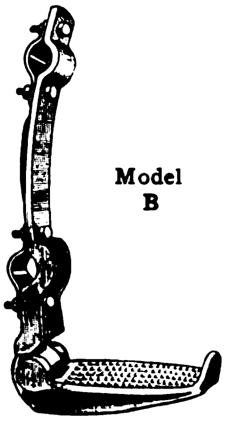
Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.

"E & C"

Folding Foot-rests

Model B



Model B.
Price per pair, $1.75.

STRONG—DURABLE—COMFORTABLE

Appearance—Just the proper size, finished in highly polished nickel plate, they add to the general appearance of any motorcycle.

Security—Double-clamp idea prevents any movement on frame, and deep grooves on pedal surface does away with feet-slipping troubles.

Durability—These rests have a hinged joint and are made of semi-steel metal. Thus they are practically unbreakable.

Prices:

Model A (for Indian and Pope machines), complete per pair	$1.60
Model B (for Excelsior, Harley-Davidson and all other rigid frame machines), complete per pair	1.75

Parcel post charges on all single orders.

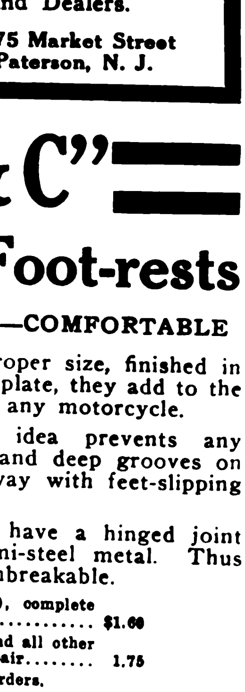
"E & C" Spring Tandem Attachments

are noted for the four great essentials
Safety—Strength—Class—Comfort

Made for all models of Standard makes of machines. Especially designed for Lady Riders.

Catalog cheerfully sent on request.

The "E & C" is an exceptionally profitable line for dealers. The "E & C" Spring Tandem has become immensely popular and "E & C" Foot-rests are big sellers. Be wise. Send for particulars.



Quick Detachable for Indian.
$16.00 complete.

"E & C"
MFG. CO.
1716 Ludlow St., Philadelphia, Penn.

VISCO MOTORCYCLE OILS

HUNDREDS OF MOTORCYCLES

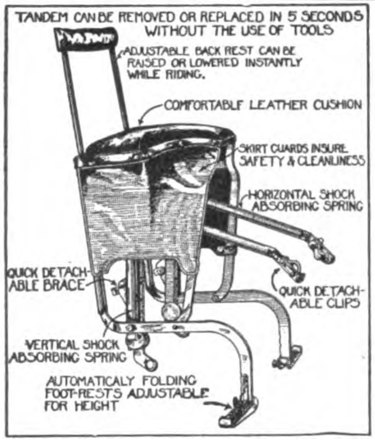
never have run right on account of the motor not having the proper oil.

Some motor manufacturers themselves recommend and sell oils entirely unsuited to the motor, and as a result the rider has trouble and blames the machine or his dealer.

We don't make motors but we do make the biggest and best line of oils in the world and we understand our business. When we recommend a certain grade of oil for a certain motor it's because we have made a study of their motor's construction and can prescribe its lubricant.

The better class of dealers are fast becoming *Visco* customers. It pays them—more business—less trouble. Write us today.

The Visco Motor Oil Co., Cleveland, Ohio


TANDEM CAN BE REMOVED OR REPLACED IN 5 SECONDS WITHOUT THE USE OF TOOLS
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SKIRT GUARDS INSURE SAFETY & CLEANLINESS
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QUICK DETACHABLE CLIPS
VERTICAL SHOCK ABSORBING SPRING
AUTOMATICALY FOLDING FOOT-RESTS ADJUSTABLE FOR HEIGHT

NEW STOLL DREAM TANDEM NO. 1

COMFORT SPECIALISTS STOLL FOR MOTORCYCLES

NOW

is the time to decide about that tandem. Ask for free circular B and name of nearest dealer. We make better tandems than you ever expected to see. Let us convince you before you are sorry. We are the largest exclusive Tandem factory in the United States. Special fittings for every make of motorcycle. Cut shows the "DREAM TANDEM" on the two-speed Harley-Davidson, fitting perfectly as it leaves the factory.

DEALERS—Send for our proposition at once.

THE STOLL MFG. CO., 33rd and Walnut Street, DENVER, COLO.

THE DREAM TANDEM ON A TWO-SPEED HARLEY-DAVIDSON

STANDARD SPEEDOMETER
"THE INSTRUMENT of PERMANENT ACCURACY"

The User is our Best Advertisement

and there are thousands of them in all parts of the country, attesting to the permanent accuracy of this reliable recorder. Dealers are always glad to recommend them.

MILES PER HOUR
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STANDARD SPEEDOMETER

Eight years of speedometer building experience has lined up for the STANDARD a solid phalanx of dealers and jobbers who have found that the STANDARD Speedometer with its absolute accuracy of construction has given the riders the most consistent satisfaction. **That** is why there are more STANDARD Speedometers in use among the Police Departments than all other makes of speedometers combined.

Standard Thermometer Co.
65 SHIRLEY STREET BOSTON, MASS.

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Light, Durable, Powerful, Strong, Resilient

Made in a plant devoted exclusively to the manufacture of steel rims. Efficient mechanics, highest quality of materials and every period of construction watched carefully, combine to make Mott Rims of the very highest satisfaction and efficiency.

All Mott Rims bear the stamp of the Clincher Auto Tire Manufacturers' Ass'n. REG. U. S. PAT. OFF. Get our prices on your 1914 requirements.

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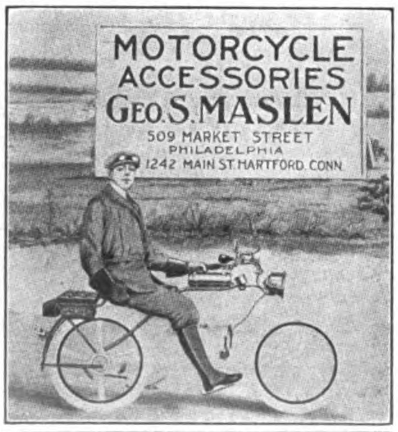
THE PIRATE

Milwaukee Motorcycle Company, Milwaukee, Wis.


MOTORCYCLE ACCESSORIES
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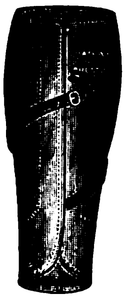

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Quick As A Wink

That describes the time taken to put on and take off our newest legging.

NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

Just out—selling fast already.

NATHAN NOVELTY MFG. CO.
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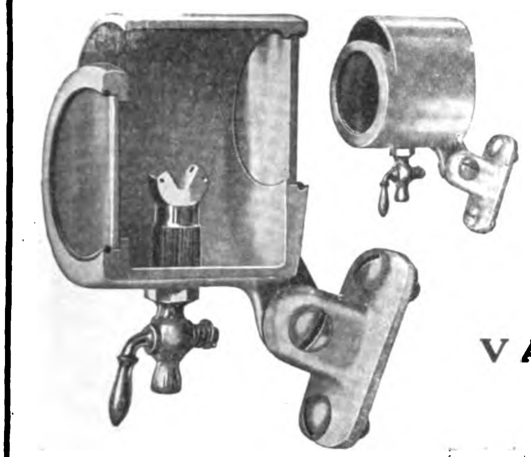

THE MOST POPULAR TAIL LIGHT

THE MIDGET STRONG NEAT EFFICIENT **A BIG SELLER**

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DUTCH BRAND MOTORCYCLE CEMENT

Every Cyclist should use our products.

Our 1 x 5 Non-collapsible tube of Motorcycle Cement is the safest proposition for the rider—the cement is always there when wanted. **It sticks and stays stuck.**

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We deal exclusively in second hand motorcycles and accessories and sell exclusively by mail.

Every machine is REBUILT by us and guaranteed to be exactly as represented or we will refund your money.

REGARDLESS OF THE MAKE YOU WANT WE HAVE IT AT THE LOWEST PRICE.

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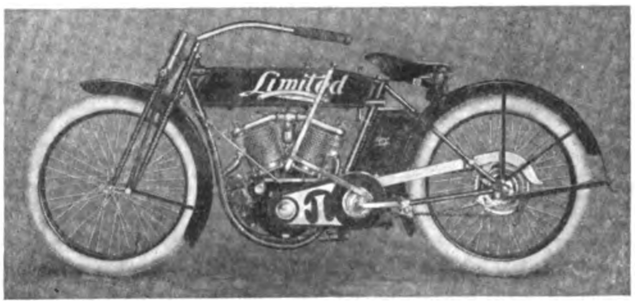

FOR THE MAN WHO CARES

You will enjoy a season of pleasure and profit if you choose the right machine.

The LIMITED is different, built to endure.

A perfectly balanced 10 H. P. motor, patented fork and seat suspension that makes riding a real pleasure.

It is worth your time to investigate.

Some territory still open on an easy basis.

FEILBACH MOTOR COMPANY

22 Fox Street **Milwaukee, Wis.**

"We Hope to Use it Exclusively"

Berling Magneto

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THE PIERCE CYCLE CO.,
BUFFALO, N. Y.
writes as follows:

"Our experience with the BERLING magneto has been so satisfactory that we hope to use it exclusively in the future."

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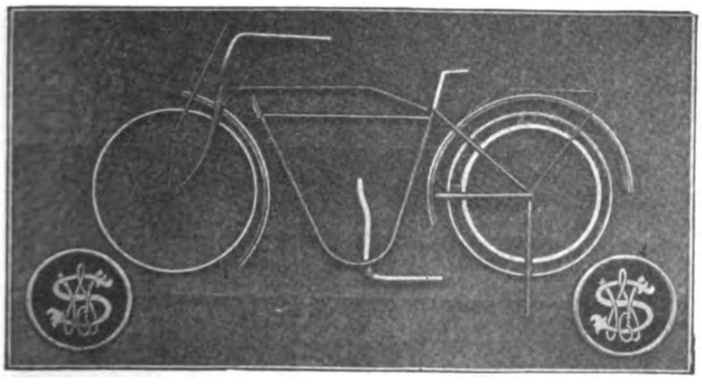

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Whenever you want really good frame-parts, such as rims, mudguards, fork-sides, seat-posts, etc., remember that ninety per cent. of all motorcycles made in this country have frames built of Stanweld Frame-Parts.

THE STANDARD WELDING CO.
EDGEWATER PARK, CLEVELAND
Offices in
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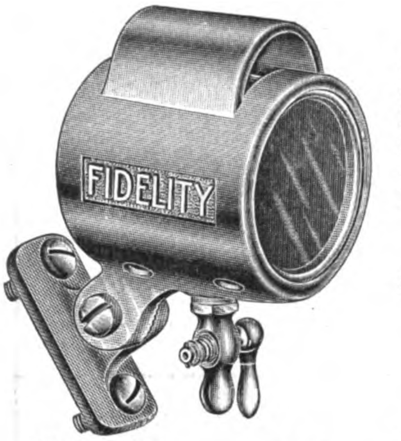
STANWELD

FIDELITY TAIL LAMPS

THE ONE PIECE ALUMINUM LINE

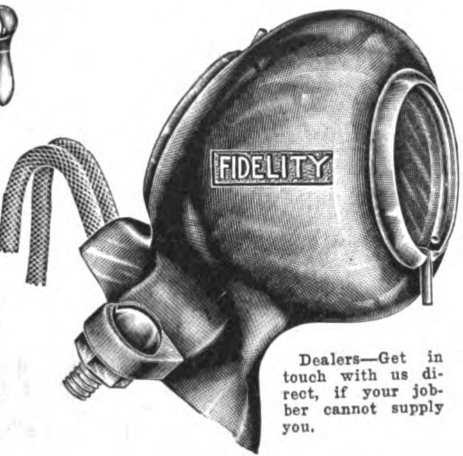


ACETYLENE GAS

A small, neat lamp with an adjustable bracket—held firmly in place by means of a lock washer—has a clear lens for illuminating license.

STAYS LIGHTED

$1.50 TO THE RIDER



ELECTRIC

A small, solid bracket lamp, with an Ediswan socket—has a clear lens for illuminating license—can be used with any electric lighting system.

$1.75 to the rider, complete with bulb. Any rider who is unable to get our lamps from his dealer can obtain them from us direct.

Dealers—Get in touch with us direct, if your jobber cannot supply you.

Manufactured exclusively by

FIDELITY BRASS MFG. COMPANY

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JEFFERY-DEWITT CO. DETROIT, MICH.

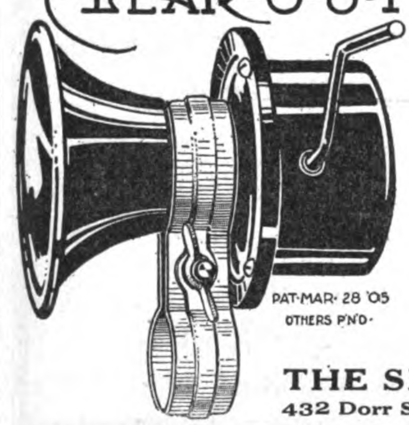
Let us send you a free booklet that answers every question about ignition systems and spark plugs. It tells, simply, how magnetos operate; how to time the spark; charge storage batteries; adjust vibrators; and choose spark plugs so as to get every bit of power out of your motor; and it costs you nothing except a post card requesting it. Shall we send a copy by return mail?

SPARK PLUGS

JEFFERY-DEWITT CO.

55 Butler Ave., Detroit, Mich.

CLEAR-O-U-T



Mechanical Operated Horn

No Batteries or Wiring required

RETAILS AT

75 CENTS

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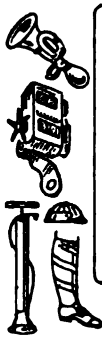
432 Dorr Street, TOLEDO, OHIO

GUARANTEED SUPPLIES



For 10 years we have issued the leading catalog. Prices are lower than you are used to paying. We prepay all charges. On Motor parts we save you one-half. Write today.

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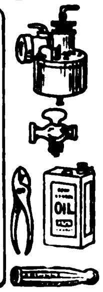
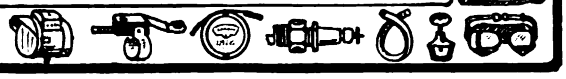
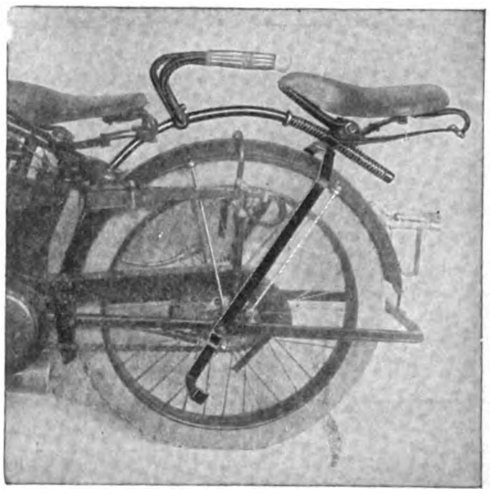




A DIAMOND



ON YOUR

1914 INDIAN

and you have

POSITIVELY

THE BEST

Absolutely the FINEST RIDING, NEATEST and STRONGEST tandem on the market. Not a Brazed Joint in it. NOTE SADDLE, HANDLE-BARS, GRIPS. SPRING on BACKBONE puts the DIAMOND TANDEM AHEAD of ALL OTHERS.

If it is'nt the EASIEST RIDING TANDEM you ever rode, return it and MONEY REFUNDED.

PRICE $15.00 Complete with SKIRT GUARD

Try and duplicate this Tandem for the Price or at Any Price
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Send for new Booklet, "SADDLERY"

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HERZ PLUG "BOUGIE MERCEDES"

for your new motorcycle. You will gain these highly satisfactory results:

FIRST: You will forget your Plugs altogether.

SECOND: You can feed as much oil as you like. HERZ PLUGS never "soot up."

THIRD: You never have to clean or take apart or so much as touch your HERZ PLUGS.

LAST BUT NOT LEAST: You can throttle down more and feed a poorer mixture, which means

A CONSIDERABLE SAVING IN GASOLINE

The reason? HERZ PLUG brings 100% of the current generated in the magneto to the scene of action, viz., the explosion chamber. There is *no loss of current* through cracked porcelains or oil soaked mica. HERZ PLUGS are

Stone and Steel

Make the best investment of your life. Buy HERZ PLUGS ("Bougie Mercedes") from your dealer.

Guaranteed a Year

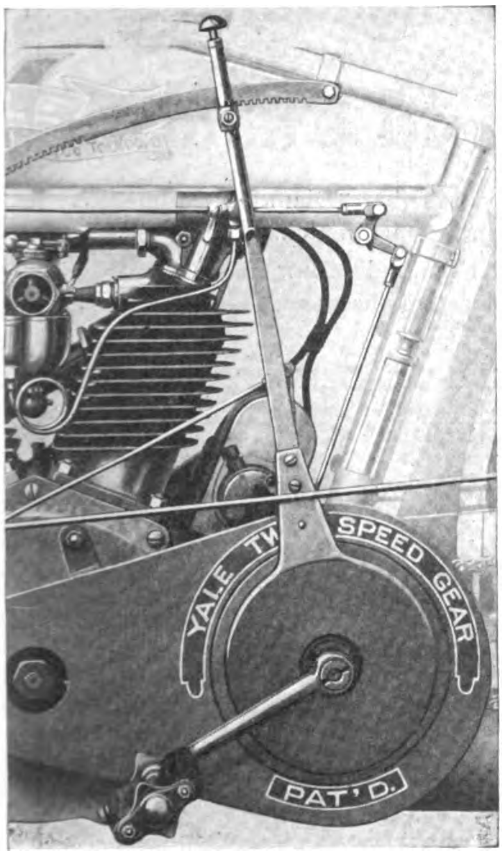
BOUGIE MERCEDES

Lasts Two to Three Years

20 Years on the Market

HERZ & CO., 245 West 55th Street, New York

TWO-SPEED GEARS FOR INDIANS AND EXCELSIORS



INDIANS and Excelsiors, 1912 or 1913 models, can now be fitted with the patented Yale planetary two-speed gear. It brings them up to date and gives a wonderful increase in the all-round ability of the machine. Same transmission as used on the new Two-Speed Yale.

Have the Yale dealer fit this transmission to your machine.

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"The Chains of Proven Reliability"

When a concern like the Pope Manufacturing Company states in its specifications that Renold Chains are "the highest value in the world"—they've "said something there." Renold Chains cost the most—and are worth the most.

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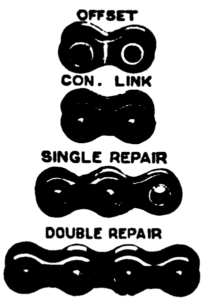

Simplest on the Market.

Accurate. A Sure Lock.

Get Them of Your Jobber.

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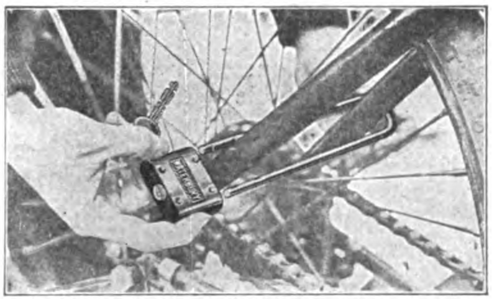

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Waterbury Hardware Co.

414 Broadway N. Y.

Powerful, indestructible, cannot be picked or broken, made of solid brass and steel. Removable steel shackle. An effective preventative of theft or unauthorized use. At your dealer's or sent direct, prepaid, for 75c.

Best by Test

Every Spark "Starts Something"

No Soot, Oil, Gas or Water can Hurt It

The Only Genuine Case Hardened Plug

One Dollar at Your Dealer's or Direct

Next Time Make It a Benton

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BE GOOD TO YOURSELF

Mr. Motorcyclist, and get comfort and luxury, by using the F-N Back Rest on your motorcycle. No Freak or Fad, just a simple necessity, if you want comfort. If not already using it, send us your order at once. Charges prepaid when money accompanies the order.

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Official F. A. M. Motorcycle Suit.

Good Stuff

although of great importance, in the matter of clothing, is not, however, all that is necessary in *good* clothing. Style, fit and workmanship must also be incorporated. And that is why the

Loewenberg Line of Motorcycle Clothing

has such a large sale—they are made well—fit well—look well. Made in a variety of serviceable materials for all uses and weathers—Norfolk, Double-breasted and F. A. M. styles.

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The Warning that Wins Respect

You don't want a horn that swears at the pedestrian. He has as much right on the street as you. If you were to translate the sound of the AERMORE into English, it would say, "Please step aside." The AERMORE exhaust horn has four perfectly blended tones that give a singing call, resonant, clear and musical, that warn without startling.

The AERMORE Exhaust Horn

SIMPLE—TROUBLE-PROOF

The AERMORE is made of four solid brass tubes, nickel-plated. It is operated by a three-way valve that cannot clog, as it automatically blows out all dirt, dust and oil. It is practically indestructible, handsome in appearance and can be attached in a very short time.

The Retail Price is **$5.50**

Dealers should write us for special quantity prices. Address Dept. A.

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Diamond Chains

Experience proves that "Diamond Equipment" is an assurance against chain troubles.

The No. 150 Diamond Motorcycle Chain is the choice of riders that expect

Maximum Service
Minimum Repairs

For Sale by Your Jobber and Dealer

TRADE ◇ MARK

Diamond Chain & Mfg. Co.
Indianapolis, Indiana
Capacity 8,000,000 feet per year

This "Grip-Tite" feature gives ease and safety

The special feature of this splendid glove is that the double palm has corrugations, giving a firm, non-slip grip with but slight exertion of the gripping muscles — and double the wear.

Style 4827
Price $3.00

This is only one of the many exclusive features that mark the superiority of

Grinnell Gloves

Sold with a Bond

All are made of velvet Coltskin or Reindeere, soft as kid and wear-resisting as raw-hide. Grinnell Gloves are positively guaranteed not to crack, peel, shrink or harden. They are *washable* in soap and water or gasoline and dry soft as new.

Ask your dealer for Grinnell Gloves. If he does not carry them, send us his name and your size. We will send your selection on approval. Handsomely illustrated booklet with samples of leather on request.

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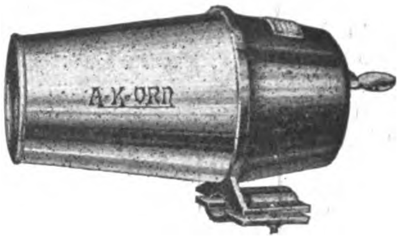
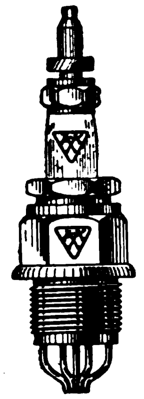


MECHANICAL HORN
RETAILS AT $5.00

Fastens on Handlebar. Operated by Thumb. Loud Enough for the Largest Automobile. Small Enough for the Motorcycle.

GUARANTEED SPARK PLUG



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Furnished In All Sizes Price $1.00 Guaranteed

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Try Them At Our Expense
Be your own judge—don't take anyone's word for it. *"The proof of the pudding is in the eating."*

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Twin Cities to Helena, Mont., 1911.
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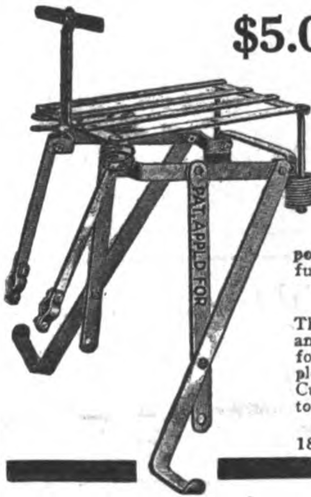
Twin Cities to Winnipeg, 1912.

It only costs one cent to learn our prices and guarantee on "Brictson" Detachable Treads.

Write Today for Full Particulars.

THE BRICTSON MFG. CO.
2544 Main Street Brookings, S. D.



$5.00 For This Carrier
and
Seat Complete

Most jobbers and dealers are prepared to furnish Wald Rigid and Spring Carriers. We illustrate our carrier and seat No. 175. This is one of the most popular carriers on the market. Write today for full descriptions of

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They are made of the finest materials. Jobbers and dealers not yet supplied should write today for our new 1914 proposition. We make a complete line of Combination Carriers and Seats, Cushions, Extension Nuts, etc. Riders, write us today.

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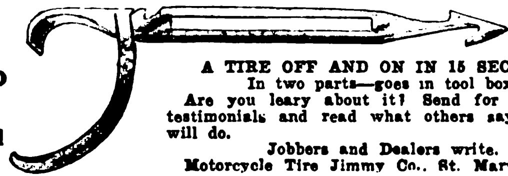
"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

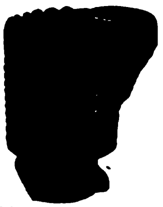
Consolidated Mfg. Co. 1730 Fernwood Ave.
Toledo, O.

THE MOTORCYCLE TIRE JIMMY



Price
$1.00
Sent
Postpaid

A TIRE OFF AND ON IN 15 SECONDS.
In two parts—goes in tool box.
Are you leary about it? Send for booklet of testimonials and read what others say. A card will do.
Jobbers and Dealers write.
Motorcycle Tire Jimmy Co., St. Marys, Ohio.



CYLINDERS

Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO., Racine, WIS.

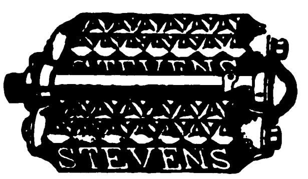
CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 23, Station N.
New York City

PATENTS!

WHY NOT PATENT THAT INVENTION?
IT MAY MAKE YOUR FORTUNE?

My expert, confidential and personal service insures protection. Booklet and advice Free. Terms reasonable. Write me before you apply for a patent.
LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W., Washington, D. C.



STEVENS'
Celebrated Motorcycle Pedals
AND
BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World
STEVENS & CO., 375 BROADWAY New York

WE GIVE

Better service on Parts than most manufacturers—to satisfy yourself—TRY US. We carry in stock for: Thor, Indian, F-N, M-M, Royal-Pioneer, Curtiss, Marvel, also for all models Eclipse Clutches and Coaster Brakes, as well as Thor, Corbin and New Departure Brakes. We repair broken Crank Cases, Cylinders and other Castings by the Oxy-Acetylene Welding Process.

THE NEW YORK MOTORCYCLE CO., Inc.
Thor Distributors 782—8th Avenue, New York

RAJ
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RA
CYC

RAJAH
MOTORCYCLE PLUG

Mr. J. A. Finkle, of Pittsfield, Mass., writes:

"I have given your plugs a thorough try-out in my two-speed twin "Indian" with side-car attached, over the worst country roads here in the Berkshire Hills. Sometimes the engine would get so hot that it would no longer pull in low and I would stop to let it cool off. The excessive heat seemed to have no injurious effect on the plugs. The Rajah core does not gather soot or carbon."

Such steady, reliable service, under any and all conditions, is characteristic of Rajah Plugs.

Price, $1.25 Postpaid

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

Are You Alive

To an opportunity of saving time and money in buying motorcycle or bicycle accessories? IF YOU ARE order from the "live-wire-house." Send for Monthly Bargain List.

The Haverford Cycle Co., 827 Arch St., Philadelphia, Pa.

TEMPTING MOTORCYCLE BARGAINS

You will find in our large, high grade assortment of slightly used motorcycles, probably just the Motorcycle you want at just the price you want to pay.
Send us a postal for Complete Bargain List and Prices.

GREEN'S PURCHASING AGENCY
Dept. M.I., 62nd St. and Central Park West New York City

Mosler
Spit Fire
Plugs
ARE THE BEST
A R MOSLER & CO
P O BOX M
MT VERNON N Y

Ford Owners
Use
MOSLER
SUPERIOR
PLUGS

All
Sizes
and
Styles
$1

Red Head
SPARK PLUG

Emil
Grossman Mfg.
Co., Inc.
Bush Terminal, Building 20, Brooklyn (N. Y City), U. S. A; 944 Woodward Ave., Detroit, Mich.

Jericho Motorcycle Horn

Price complete, $4.50

Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or
THE RANDALL FAICHNEY CO., Mfgrs. - - Boston, Mass.

ADVERTISE YOUR WANTS IN
THE MART
THREE CENTS A WORD 20,000 READERS

YOUR MOTORCYCLE EQUIPMENT IS NOT COMPLETE

without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautifully toned chime horn by simply pressing your foot on a foot pedal.

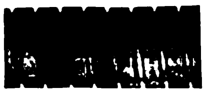
START THE SEASON RIGHT

by ordering one from your dealer now, or writing your address across this page and mailing it in for descriptive catalog.

1914 FEATURES

Foot or Hand control.
Unobstructed exhaust passages in valve.
Three tones of the chime in one tube.
Solid malleable iron valve or steel bolt-on valve.
Prompt delivery.
$5.00 List.
Extra Large Size $6.00.

Barco Brass & Joint Co.
CHICAGO



Flexible Metal Hose or Tubing

For carbureter piping, motor exhaust pipe, gasoline hose, wire covering radiator connections, steam, etc. State for what purpose intended, pressure, inside diameter, length, etc.

FLEXIBLE SHAFT CASING, for protecting speedometer shafting and Flexible Electric Arms, placing electric light where needed. Mention inside size, length, and other details.

4 IN 1 TANK VALVE, an emergency tank, strainer, drain cock, sediment cup, and shut off in 1.

POSITIVE AND AUTOMATIC CARBURETERS for **ALL** classes of engines. Give the motor size, speed, connection plan, etc.

FUEL STRAINERS AND CHECK VALVES, from $1.00 up. State size wanted.

TIRE INFLATING HOSE, basket woven, steel-armored outside, rubber tubing inside. Guaranteed against 200 lbs.

MOTOR GAS LAMP CONNECTORS, with rubber tips; any style, finish and size.

Breeze Carbureter Co. - - Newark, N. J.

SAMSON

LOUD—STRONG—SIMPLE

MOTORCYCLE ELECTRIC HORN

FIRST MADE—STILL BEST

Our No. 22 Samson Horn has solved the problem—thousands are in use and they have proven uniformly satisfactory.

Our No. 30 Case and Special No. 3 long-lived battery recommended.

Two or three dry cells furnish enough current.

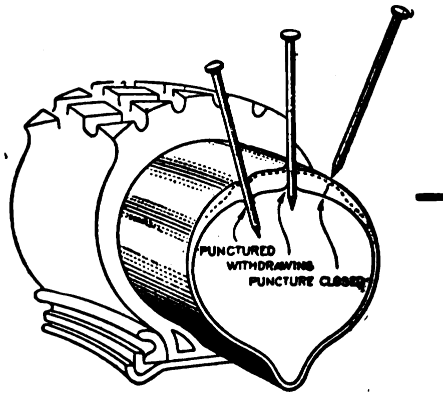
(This horn cannot be run off of magneto.)

Liberal Discounts to Dealers.

AMERICAN ELECTRIC CO.
Makers
State and 64th Sts., CHICAGO, ILL.

$5.00 Horn

Push and Cord, No. 30 Battery and Carrying Case $1.50 extra.



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by reason of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

VOORHEES RUBBER MFG. CO.
Sole Manufacturers
Main Office and Works: 18 to 46 Bostwick Ave.
JERSEY CITY, N. J., U. S. A.

NEW YORK STORE
38 Vesey Street

BOSTON STORE
280 Columbus Ave.

GET READY FOR THE RIDING SEASON

Equip your old motorcycle with high-grade "second" tires. They are "second" in name only and cost ⅓ less than new tires.

28 x 3; 29 x 2¾ Studded U. S. Seconds, shoes—1913	$6.00
28 x 2¾; 28 x 2½ Studded U. S. Seconds, shoes—1913	5.50
28 x 2¾; 26 x 2½ Goodrich Moulded seconds, shoes—S. C.	3.50
28 x 2½; 26 x 2¾ G. & J. Flat seconds, shoes—D. C.	3.00
26 x 2¼ Goodrich Moulded seconds, shoes—S. C.	3.00
Goodyear 28 x 3—2¾—2½ Tubes	1.50
U. S. Tubes, all sizes	1.50

BUY A NEW MACHINE

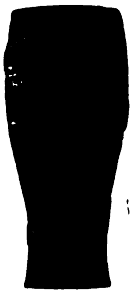
Pierce—5 H. P.—36 cu. in.—belt	$150.00
Indian—4 H. P.—free engine—belt	150.00
Indian—4 H. P.—free engine—chain	160.00

Send for Our New Catalog---Now Ready

Motorcycle Manual free with all orders amounting to $5.00.

F. A. BAKER & CO. 10 Warren St., New York City

HALCO "Q D"



Pat. Appl'd For

No bothersome buckles and straps on the

Halco "Q D" Putties

You can put them on and off in the dark, in a jiffy—and yet the "Q D" fastener holds securely.

The two sizes, Medium and Large, can be adjusted to fit any leg.

In Addition

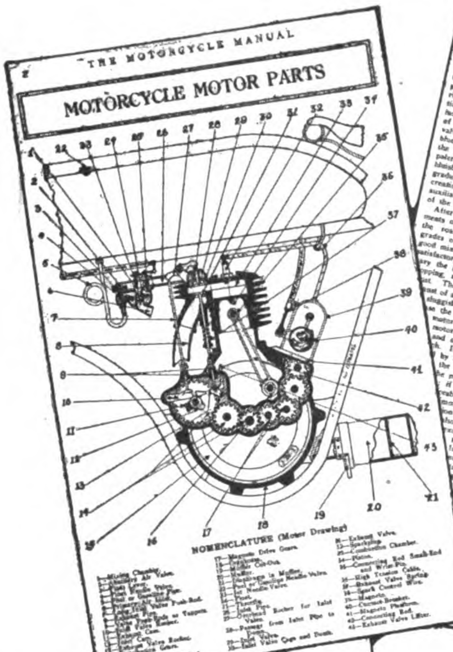
to the beneficial convenience of the "Quick Detachable" feature in HALCO "Q D" PUTTIES, you get the finest selected leather, thus assuring of long wearing quality.

Write on your letterhead for catalog P. D. Q., and mention your dealer's name.

The Quickest Seller Ever Sold

Everybody's Buying Them

THE HAGERSTOWN LEGGING CO., Hagerstown, Md.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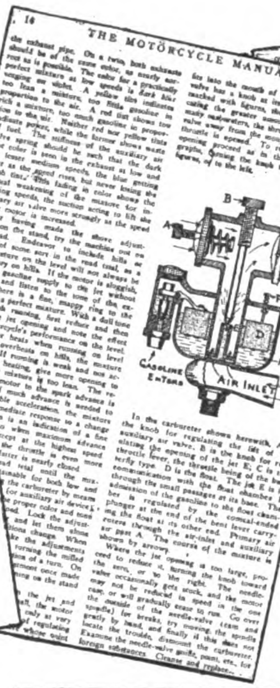
MOTORCYCLE MOTOR PARTS

NOMENCLATURE (Motor Drawing)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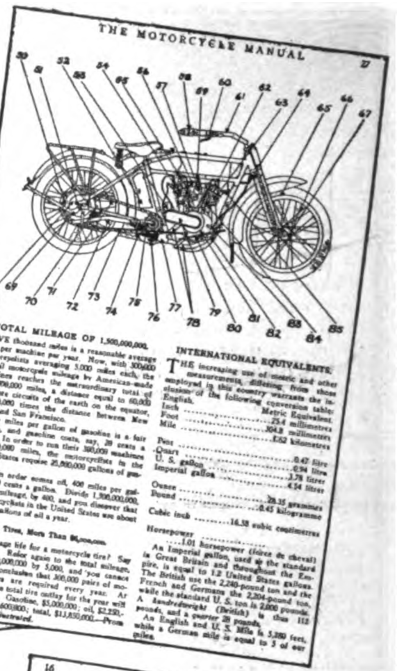
THE MOTORCYCLE MANUAL

TOURING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TOTAL MILEAGE OF 1,500,000,000

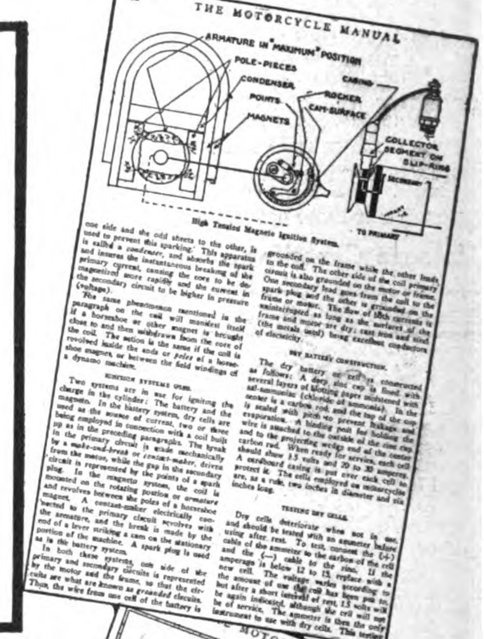
INTERNATIONAL EQUIVALENTS

DIRECTORY OF THE MOTORCYCLE TRADE

The
Motorcycle Manual
and
Trade Directory

An authoritative text-book covering the construction, operation, care and repair of motorcycles; embodying the only motorcycle encyclopædia published; a directory of the motorcycle trade; all the latest racing records, and other interesting features. Sent postpaid for 25 cents.

MOTORCYCLE MANUAL
51 Chambers St. New York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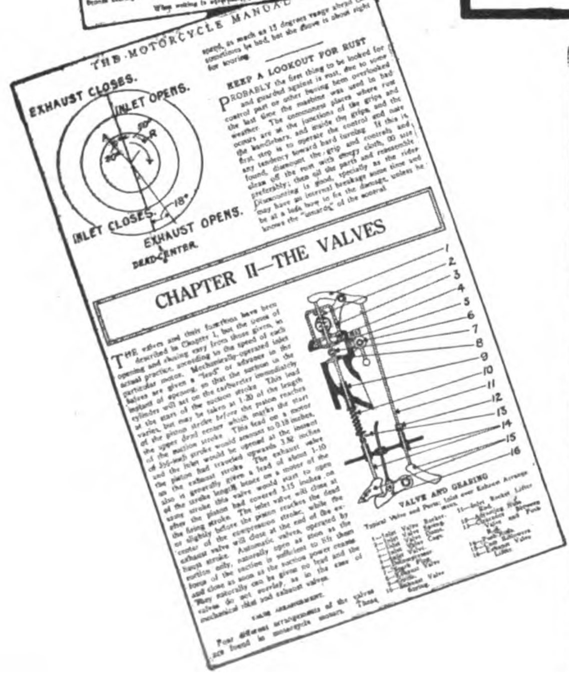
High Tension Magneto Ignition System.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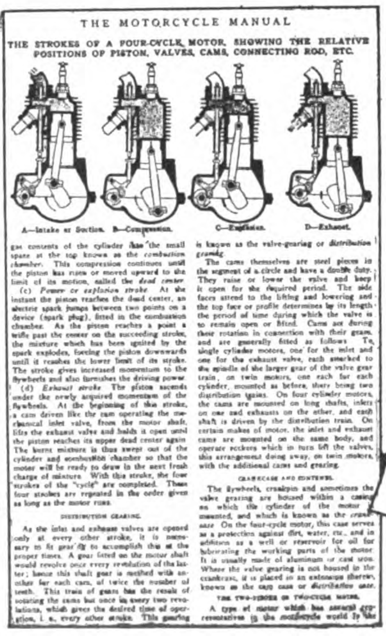
KEEP A LOOKOUT FOR RUST

CHAPTER II—THE VALVES


THE MOTORCYCLE MANUAL

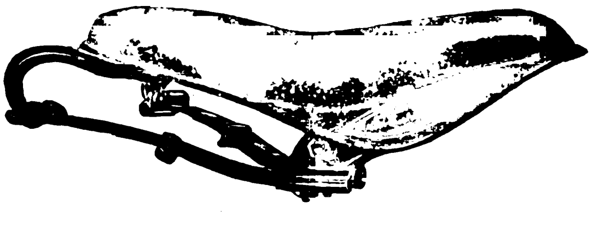
THE STROKES OF A FOUR-CYCLE MOTOR, SHOWING THE RELATIVE POSITIONS OF PISTON, VALVES, CAMS, CONNECTING ROD, ETC.

A—Intake or Suction. B—Compression. C—Explosion. D—Exhaust.

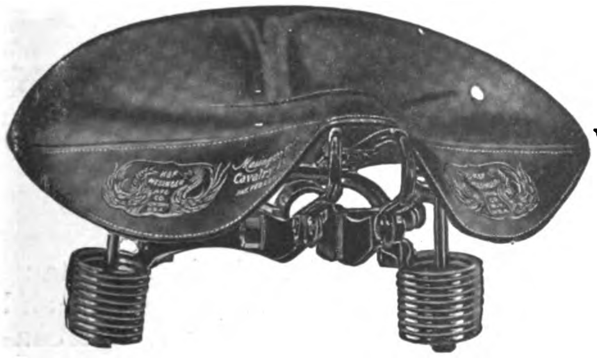
THE MOTORCYCLE MANUAL

AN ENCYCLOPAEDIA OF MOTORCYCLE TERMS AND TROUBLE REMEDIES

We build the Quality into Mesinger Saddles You Take It Out in Flawless Service



Every Mesinger Saddle contains a large assortment of quality features for the comfort, convenience and ease of the rider. He invariably "spots" the gold vein of quality on his first trial of

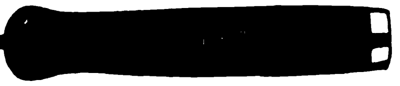


Mesinger Saddles

Velvet Cushion Comfort — Steel Bridge Strength

and then begins a never-ending battle between the road, the rider and the Mesinger—and the superb construction of Mesinger saddles always wins!

"Ask the Rider and
Watch Him Riding"

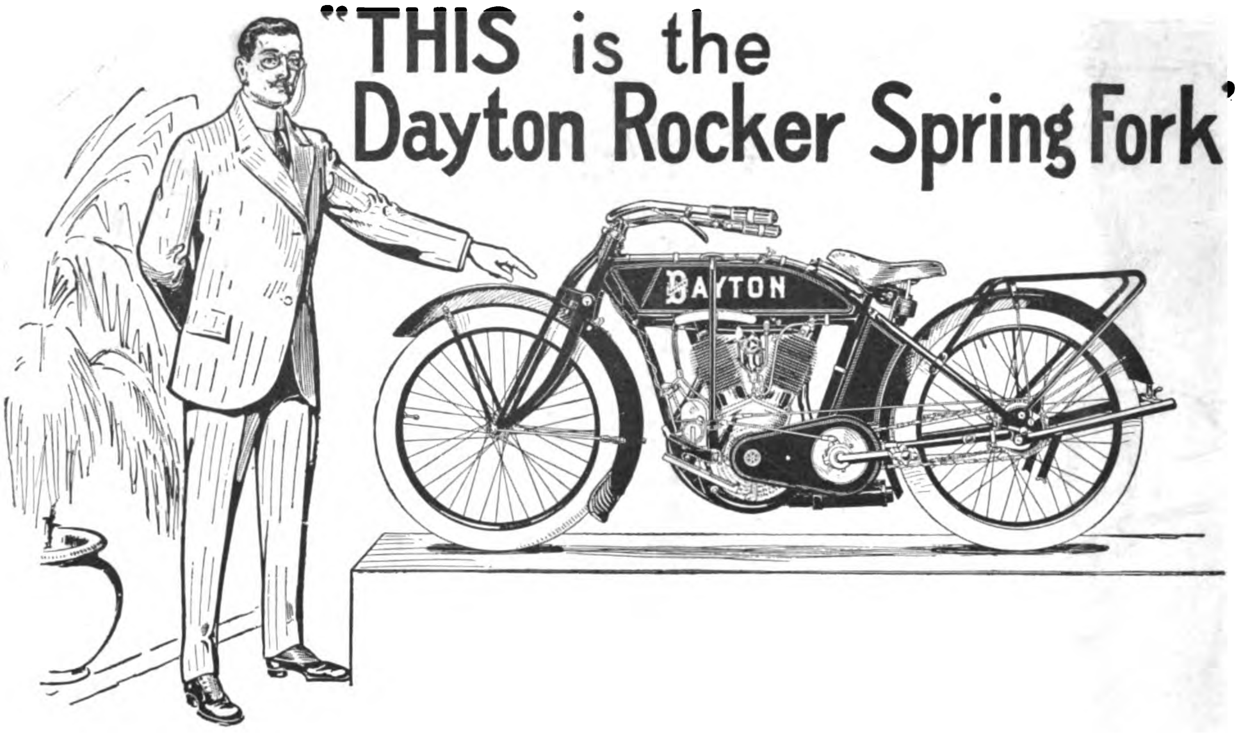


Mesinger Motorcycle Grips

are the product of an insistent demand for a more substantial, a more reliable handle than the ordinary rubber. Mesinger Grips are made of two thicknesses of leather with inserted spring leaves to give elasticity. They are guaranteed not to break or give in any way.

H. & F. MESINGER MFG. CO.

144th Street and Austin Place, New York



Absolutely the most advanced front-fork construction used on any motorcycle

Combines safety, comfort and beauty

Don't overlook the front fork construction on your motorcycle. It is important. A fork can make or mar your pleasure in riding. A fork can support you safely and without vibration as is the case with the Dayton Rocker Spring Fork, or it can convey to your arms every slight road jolt and bump as is the case with the ordinary stiff forks. The cycle engineers who design and test every feature that goes into the Dayton motorcycle know this—and the result of their research work is the highest form of front fork construction—the Dayton Rocker Spring Fork.

Every Dayton Dealer can conscientiously say—

"I can personally recommend to you the famous Dayton Rocker Spring Fork as the most serviceable and comfortable fork used on any motorcycle. This one feature will eliminate all the jolts and jars that occur at the front of your machine It is the best fork made"

Dealers — A limited number of Dayton agencies are still open. Write for details.

DAYTON MOTORCYCLES

"RIDE RIGHT"

are built of the very best materials. More money is spent in the Davis factory, building a Dayton motorcycle for you, than is spent by other motorcycle manufacturers in building one of their machines. For this extra care and expense you receive better motorcycle value. In return you pay a slightly increased price. However, aren't you willing to invest a few dollars more for much greater value?

DAYTON 1914 PRICES

7 H. P., SINGLE SPEED	$265
9 H. P., SINGLE SPEED	$275
7 H. P., TWO SPEED	$290
9 H. P., TWO SPEED	$300

Davis Sewing Machine Company, Dept. B, Dayton, Ohio

Established 51 Years Ago.

APRIL 16, 1914 10 CENTS A COPY

APR 18 1914

MOTORCYCLE ILLUSTRATED

Published Every Other Thursday by the Motorcycle Publishing Co.
51 Chambers Street, New York

SECOND APRIL NUMBER

Seventeen Million!

"Indian Motocycle"
Hendee Manufacturing Co
Springfield Mass USA

THIS is the combined total circulation of the publications carrying Indian advertising in 1914.

SEVENTEEN MILLION

This vast audience will be reached by Indian advertisements again and again through the months of April, May and June—the big selling months and the heaviest advertising months.

SEVENTEEN MILLION

These figures include practically every man old enough or young enough to ride a motorcycle. They will receive the 1914 Indian messages repeatedly.

SEVENTEEN MILLION

Big national monthlies—big national weeklies—metropolitan newspapers—farm papers—trade publications—every type of paper that goes to any kind of a motorcycle prospect will ring with the Indian cry.

SEVENTEEN MILLION

With the throttle of this campaign opened to the limit every man who thinks motorcycle will also think Indian as a logical related idea.

SEVENTEEN MILLION

For the dealer to tie up his local advertising—and his utmost sales efforts—to the big Indian national campaign is precisely the same thing as taking an express train to an important destination.

P. S. To represent the Indian is the greatest merchandising asset in the motorcycle field.

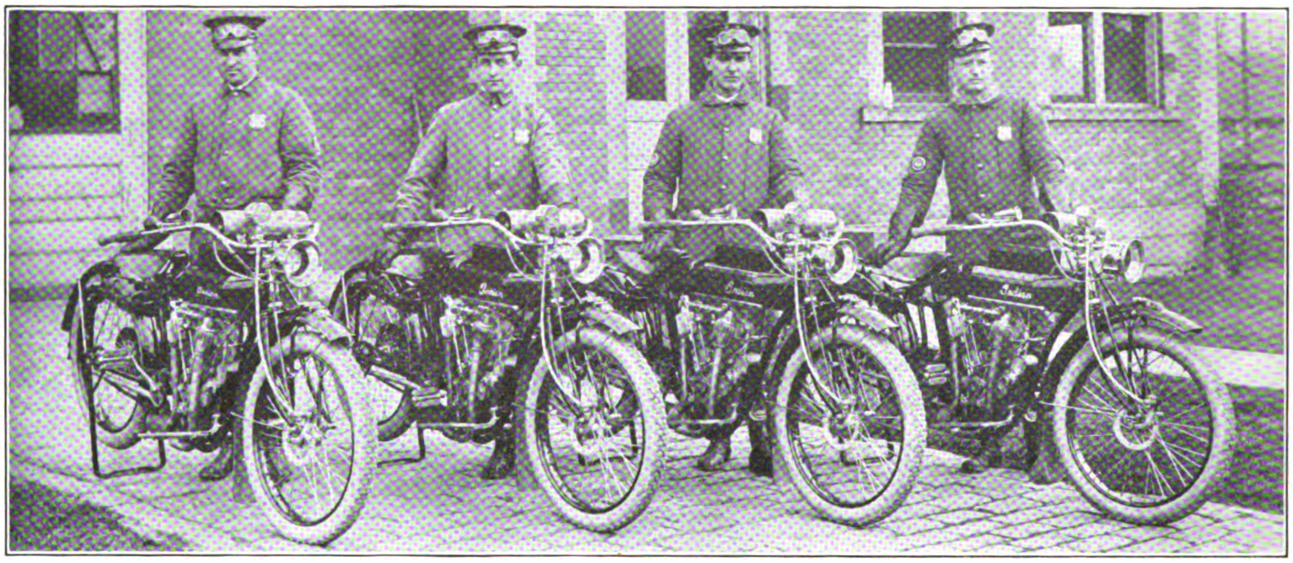
Hendee Manufacturing Co., Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago Dallas Kansas City Minneapolis Denver San Francisco
Atlanta Toronto Melbourne London

Prest-O-Lite



These four 1914 model Indians were sold to the Police Department of Springfield, Ohio, by Geo. E. Meek & Co., on March 17. Prest-O-Lite equipment was specified.

Always the Choice of Experienced Riders

The mounted policeman cannot afford to take chances.
He may face an emergency at any **moment.**
His light must be **absolutely reliable.**
Is your case any different?

Prest-O-Lite gives you the gest road light, by far the most economical, and is the **most convenient** system you can use, because of its freedom from troubles and attention.

In addition, it is the **only reliable, practical lighting system for motorcycles.**

In ANY Combination of Equipment Specify PREST-O-LITE

No matter what motorcycle you want, no matter what other equipment you want, specify Prest-O-Lite and you'll get it. If neccessary, **insist.**

Any dealer can make you up a combination of speedometer, lamps, Prest-O-Lite, etc., at an attractive price.

Use the Coupon

Before you purchase any lighting system, you should know ALL the facts about ALL lighting systems.

Experiments are costly. Investigate. Learn of the experiences of others, before you buy.

To get all the facts, use the coupon—NOW.

The Prest-O-Lite Co., Inc.
246 Speedway, Indianapolis, Ind.
(Contributor to Lincoln Highway)

Exchange Agencies Everywhere

The Prest-O-Lite Co., Inc.,
246 Speedway, Indianapolis, Ind.

Send facts on ALL lighting systems to

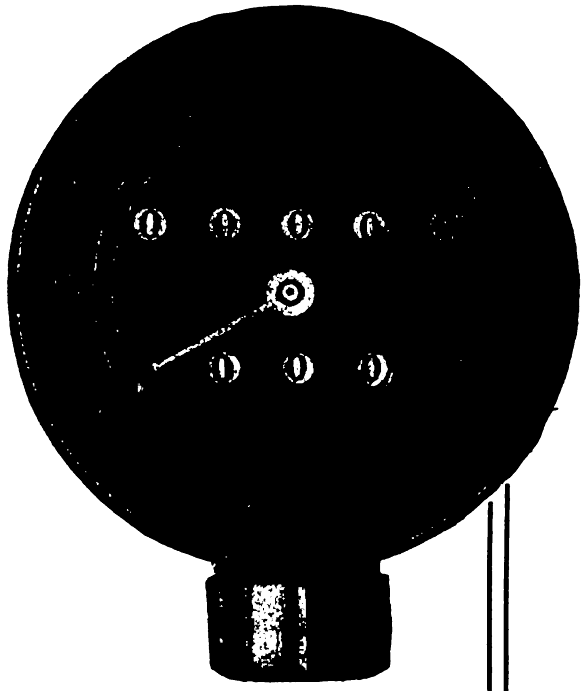
....

....

....

Built by mechanical experts on a principle endorsed by science—
The

CORBIN-BROWN SPEEDOMETER



"The Speedometer of Absolute Accuracy"

PRICE $15

REPRESENTS the HIGHEST DEVELOPMENT of SPEEDOMETER CONSTRUCTION

The superiority of the Corbin-Brown principle—**Centrifugal**—is becoming more and more apparent in the light of time and experience. This is evidenced by the fact that every month the Corbin-Screw Corporation is enlarging its factory capacity in order to meet the constantly increasing demand. The reasons for this are many:—

1st—The Centrifugal principle lends itself to a particularly simple mechanical treatment and simplicity spells efficiency in mechanical construction.

2nd—It has been proved repeatedly that a speedometer constructed on this principle is not subject to inaccuracies resulting from climatic variations or electrical influences.

3rd—The Corbin-Brown flexible shafting is an exclusive feature of the Corbin-Brown Speedometer and is the strongest shafting made. It reduces friction and withstands wear.

4th—The Corbin-Brown has a 100,000 mile season odometer, a 100 mile trip odometer, an instantaneous reset.

5th—The hand of a Corbin-Brown is steady on the roughest road; its dial is at all times quickly and easily read.

6th—The Corbin-Brown guarantee is honest and fair and protects the owner for one full year of service.

The Motorcyclist's confidence in the Corbin-Brown Speedometer increases with the miles it records.

Specify the Corbin-Brown—write for 1914 catalog

THE CORBIN SCREW CORPORATION
THE AMERICAN HARDWARE CORPORATION, Successors
NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

ALWAYS MAKES GOOD

ANOTHER CLEAN-UP

EXCELSIOR AUTO-CYCLE

of Course

DON JOHNS

At Phoenix, Arizona April 5th

The Telegram Tells the Story

Phoenix, Ariz., April 5th.

Excelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago.

Don Johns on good old X Model 7-S. C. makes big cleaning. All makes, best riders competing. Wins one hundred mile race in ninety-six minutes. Lowers track mile record forty-nine seconds. Also wins hour race, 67 3/10 miles, breaking Baker's previous record. Rode the last nine miles on one cylinder—broken spark plug.

PIONEER CYCLE CO.

Quality counts in one mile or one hundred miles, and in tests of speed, power, reliability or economy.

The Excelsior Autocycle Always Makes Good

If you do not know why, see the nearest EXCELSIOR Dealer who will quickly show you.
Seven models for 1914, singles and twins, belt, chain and two speed transmission. Prices, $190.00 to $260.00.

Excelsior Motor Mfg. & Supply Company

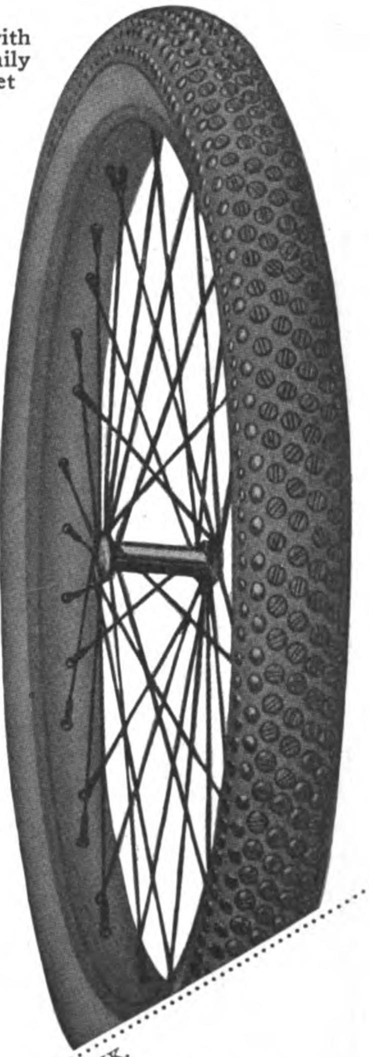
Office and Factory: 22nd and Union Streets, Chicago

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring —"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME



Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing. NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the bead of casing and rim—strictly Quick Detachable.

PRICES:

26x2¼	$8.30	28x2¼	8.95	28x3	11.70
26x2½	8.60	28x2½	9.50	29x2¾	11.70
26x2¾	9.50	28x2¾	10.25	29x3	12.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President

The Brictson Mfg. Co.

Main Office and Factory:

2544 Brictson Building Brookings, South Dakota

Branch Offices:

Dept. 2544, 182 Friend St., Boston.
Dept. 2544, 250 West 54th St., New York.
Dept. 2544, 611 Bulletin Bldg., Philadelphia.
Dept. 2544, Majestic Bldg., Detroit.
Dept. 2544, 1201 Hartje Bldg., Pittsburg.
Dept. 2544, 2000 S. Michigan Ave., Chicago.
Dept. 2544, 3150 Locust St., St. Louis.
Dept. 2544, Monadnock Bldg., San Francisco.

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2544 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name..

City......................State...................

County..

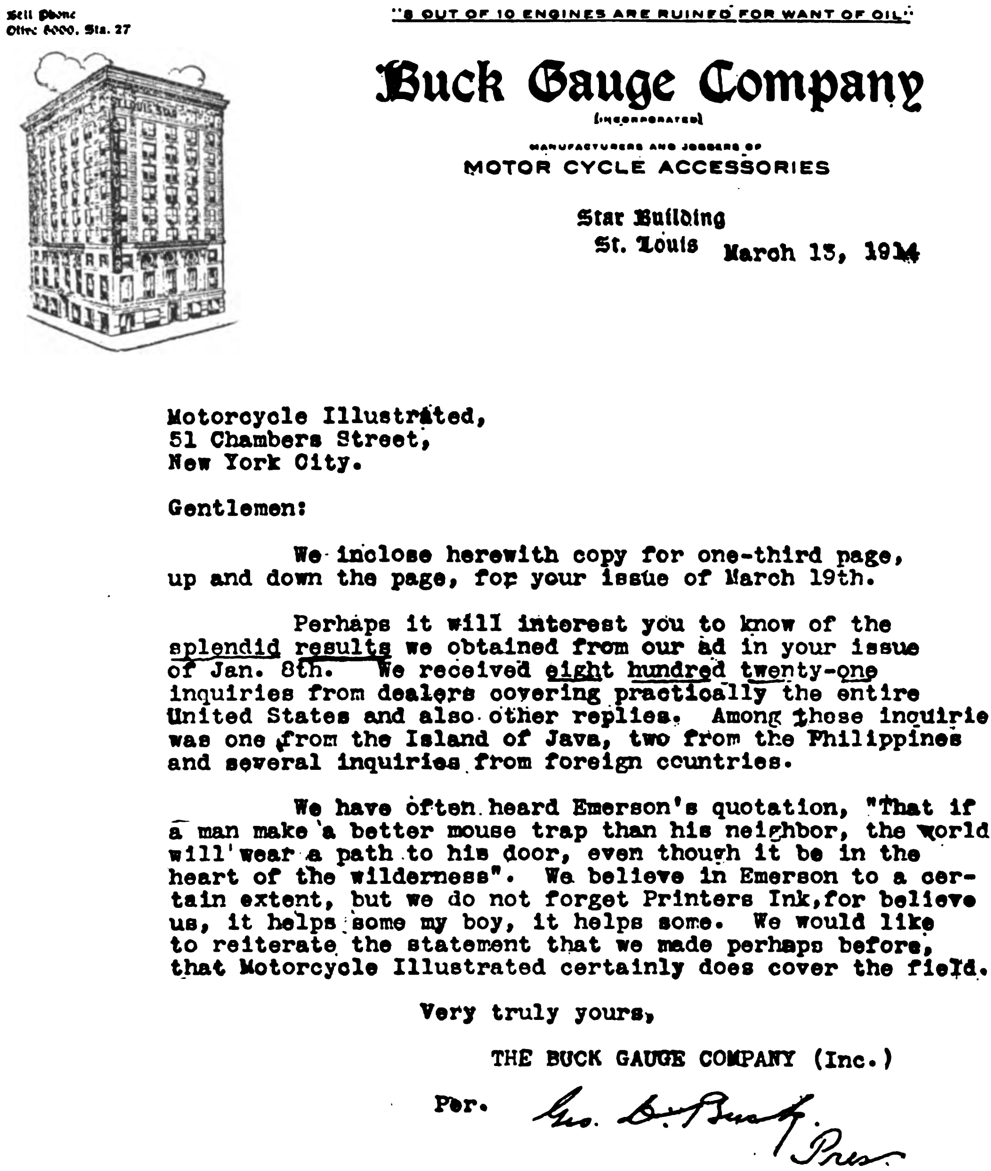
MOTORIST'S COUPON ORDER BLANK.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2544 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find..................
in the sum of $.....................for which
ship by exp. or fgt........ (quantity)........Brictson
Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed...

821 DEALER Inquiries From Just ONE Advertisement



Bell Phone
Olive 6000, Sta. 27

"8 OUT OF 10 ENGINES ARE RUINED FOR WANT OF OIL"

Buck Gauge Company
(INCORPORATED)
MANUFACTURERS AND JOBBERS OF
MOTOR CYCLE ACCESSORIES

Star Building
St. Louis March 13, 1914

Motorcycle Illustrated,
51 Chambers Street,
New York City.

Gentlemen:

We inclose herewith copy for one-third page, up and down the page, for your issue of March 19th.

Perhaps it will interest you to know of the splendid results we obtained from our ad in your issue of Jan. 8th. We received eight hundred twenty-one inquiries from dealers covering practically the entire United States and also other replies. Among those inquiries, was one from the Island of Java, two from the Philippines and several inquiries from foreign countries.

We have often heard Emerson's quotation, "That if a man make a better mouse trap than his neighbor, the world will wear a path to his door, even though it be in the heart of the wilderness". We believe in Emerson to a certain extent, but we do not forget Printers Ink, for believe us, it helps some my boy, it helps some. We would like to reiterate the statement that we made perhaps before, that Motorcycle Illustrated certainly does cover the field.

Very truly yours,

THE BUCK GAUGE COMPANY (Inc.)

Per. Geo. B. Buck, Pres.

More Than 5,000 *Dealers* Will Receive Copies of the

SPRING NUMBER OF MOTORCYCLE ILLUSTRATED

Will Be Issued Thursday, April 30th

Advertising Forms Close Saturday, April 25th

It's Never Too Late To Be First!

This applies to our

1914 CATALOG

Just glance through it. We are confident you will agree it is

The Best and Most Complete Buyers' Guide of

Bicycle and Motorcycle

Accessories, Sundries and Tools

Ever Published

It is used as a **reference book** in every up-to-date shop. Complete in every detail, it is the best ENCYCLOPEDIA of its kind ever compiled. **You should have it within reach at all times.** If you are a DEALER or REPAIRMAN, and your name is not on our mailing list, just write "Catalag, please," on your letterhead and mail it to us TODAY.

PROMPT SERVICE and RIGHT PRICES
have built up our business. Take advantage of them!

LET'S GET ACQUAINTED!

WE SELL NO GOODS AT RETAIL

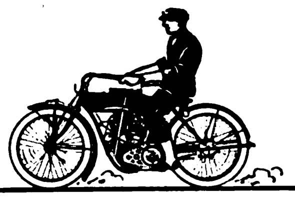
Only **Dealers** and **Repairmen** will receive our catalog

CHICAGO CYCLE SUPPLY COMPANY

22 and 24 WEST LAKE STREET CHICAGO, U. S. A.

?

1915



1914

Your motorcycle starts in trim for 1914

How will it end?

Friction is relentless.

It steals mileage that belongs to you. It means lost power, and worn metal. In the end it destroys all motors.

The problem is particularly serious in the case of motorcycles. Your air-cooled motor makes far more exacting demands than a water-cooled automobile motor.

Correct motorcycle lubrication is an intricate, scientific problem.

Motors differ widely. *No one lubricating oil can be efficient for all motorcycles. This is absolute.*

You selected a motorcycle that suits you. Now select an oil that suits its motor.

The oil must reach every friction point.

Words and claims cannot meet this condition.

Your business sense must ask:

"Who made the oil?"

"How did they determine its fitness for my motor?"

Throughout the world, the counsel of the Vacuum Oil Company on lubricating problems relating to every class of machinery is sought by engineers who must meet the most rigid efficiency standards.

Lubrication with us is both a business and a profession.

The Lubricating Chart printed below, represents our professional advice on motorcycle lubrication. It is a result of the most far-reaching and thorough study of motorcycle lubrication that has ever been made.

It was prepared after a careful analysis of the motor of each make and model of motorcycle.

The oils specified have been thoroughly proven by practical demonstration.

For a number of years this Chart, which is annually brought up to date, has been the standard guide to correct motorcycle lubrication.

Make a note of the grade specified for your motorcycle. Then make sure that you get it.

It is safest to buy in original barrels, half-barrels and sealed five and one-gallon cans. See that the red Gargoyle, our mark of manufacture, is on the container.

The various grades of Gargoyle Mobiloils for motorcycle use, purified to remove free carbon, are: **Gargoyle Mobiloil "A", Gargoyle Mobiloil "B", Gargoyle Mobiloil "Arctic."**

They can be secured from reliable garages, automobile supply houses, hardware stores, and others who supply lubricants.

For information kindly address any inquiry to our nearest office.

VACUUM OIL CO.
Rochester, U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

BRANCHES:

DETROIT	Ford Bldg.
BOSTON	49 Federal St.
NEW YORK	29 Broadway
CHICAGO	Fisher Bldg.
PITTSBURGH	Fulton Bldg.
PHILADELPHIA	4th and Chestnut Sts.
INDIANAPOLIS	Indiana Pythian Bldg.
MINNEAPOLIS	Plymouth Bldg.

A guide to correct Motorcycle lubrication

Explanation: In the schedule the letter opposite the motorcycle indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc" means "Gargoyle Mobiloil Arctic." The recommendations cover all models of the same make unless otherwise noted.

Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
American	B	A	B	A	B	A	B	A	B	A
American Peugeot (2 cyl.)	B	A	B	A	B	A	B	A	B	A
American Peugeot (4 cyl.)			A	Arc.	A	Arc.	A	Arc.		
A. M. C.							B	A	B	A
Armac					B	A				
Arrow					B	A	B	A		
Aurora					B	A				
Auto-Tri							B	A		
Bailey Flyer							B	A	B	A
Black Hawk					B	A	B	A		
Bradley					B	A				
Breed					B	A				
Crawford									B	A
Curtiss	B	A	B	A	B	A	B	A	B	A
C. V. S.	B	B	B	B	B	B				
Dayton							B	A	B	A
De Luxe (1 cyl.)			B	A	B	A	B	A		
De Luxe (2 cyl.)			A	Arc.	A	Arc.	A	Arc.	B	A
Detroit			B	A	B	A				
Detroit Bi-Car					B	A				
Eagle	B	B	B	B	B	B	B	A	B	A
Electra					B	A				
Emblem (1 cyl.)	B	B	B	B	B	B	B	B		
Emblem (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Excelsior	B	A	B	A	B	A	B	A	B	A
Feilbach							A	Arc.		
Flanders					B	A	B	A	B	A
F. N.	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
Geer	B	A	B	A	B	A	B	A		
Gerhart					B	A				
Greyhound	B	A	B	A	B	A	B	A		

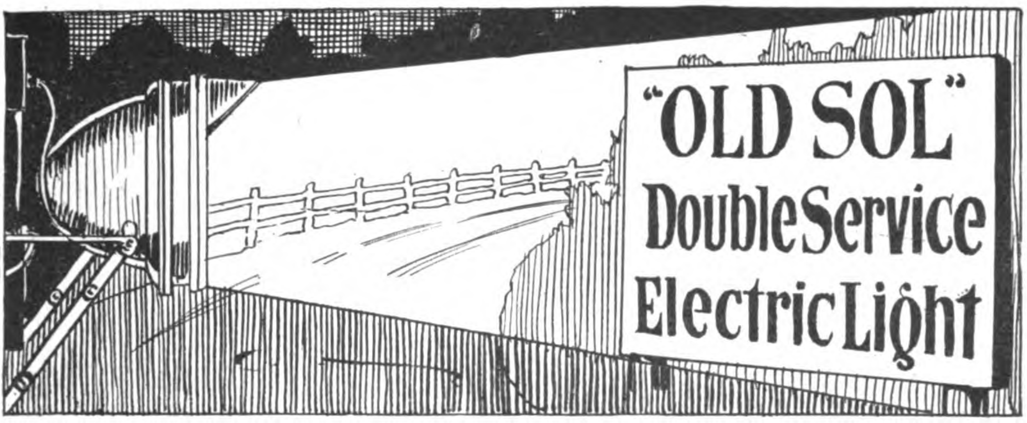
GARGOYLE

Mobiloils

A grade for each type of motor.

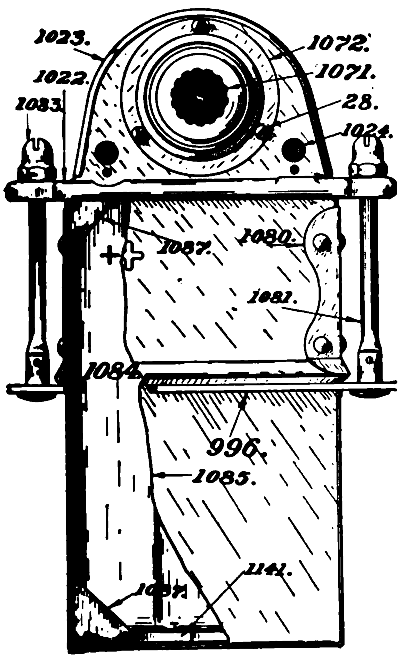
Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Harley-Davidson	B	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Haverford			B	B	B	B				
Henderson					A	Arc.	A	Arc	A	Arc.
Indian (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Indian (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Iver Johnson					B	A	B	A	B	A
Jefferson							B	A	B	A
Kokomo					B	A				
Limited									A	Arc.

Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Majestic					B	A	B	A		
Marvel	B	B	B	B	B	B	B	B		
Merkel	B	A	B	A	B	A	B	A	B	A
Michaelson							B	A	B	A
Minneapolis	B	A	B	A	B	A	B	A		
M. & M	B	A	B	A	B	A	B	A		
Monarch					B	A	B	A	B	A
Motorette					B	A	B	A	B	A
New Era	B	A	B	A	B	A	B	A		
New Hudson							B	B		
N. S. U. (1 cyl.)	B	B	B	B	B	B	B	B		
N. S. U. (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.		
Peerless			B	A	B	A				
P. E. M					B	A	B	A		
Peugeot	B	A	B	A	B	A	B	A		
Pierce (1 cyl.)	B	A	B	A	B	A	B	A	B	A
Pierce (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pirate							B	B	B	A
Pope			B	B	B	A	B	A	B	A
Racycle			B	A	B	A				
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance	B	A	B	A	B	A	B	A		
Royal	B	A								
Schickel			B	A	B	A	A	Arc.	B	B
Scout							B	B		
Shaw							B	A	B	A
Theim	B	A	B	A	B	A	B	A	B	A
Thor (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Thor (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Torpedo	B	B								
Wagner	B	B	B	B	B	A	B	A		
Yale (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Yale (2 cyl.)	B	A	B	A	B	A	B	A	B	A


"OLD SOL"
Double Service
Electric Light

Simpler, More Economical, Stronger and More Convenient Than Any Other System

There can be as little comparison between the "OLD SOL" double service Electric Lighting System and the old style lighting outfits as can be compared a motorcycle of 1914 model with one of 1909 vintage.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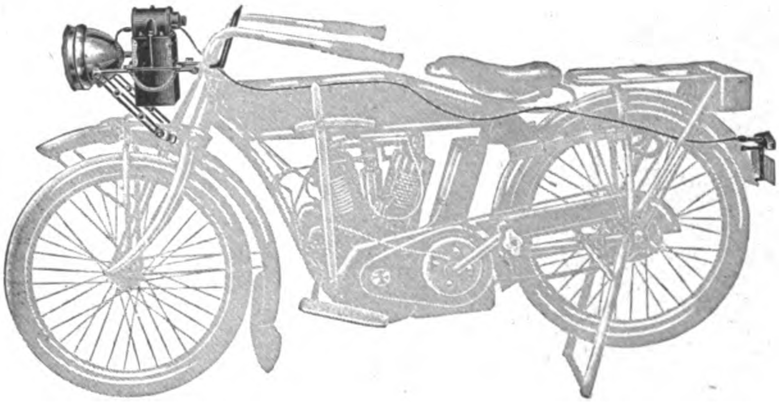
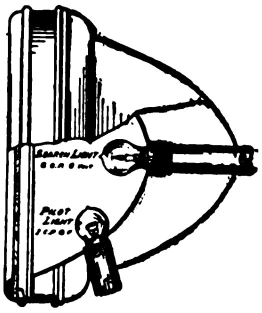


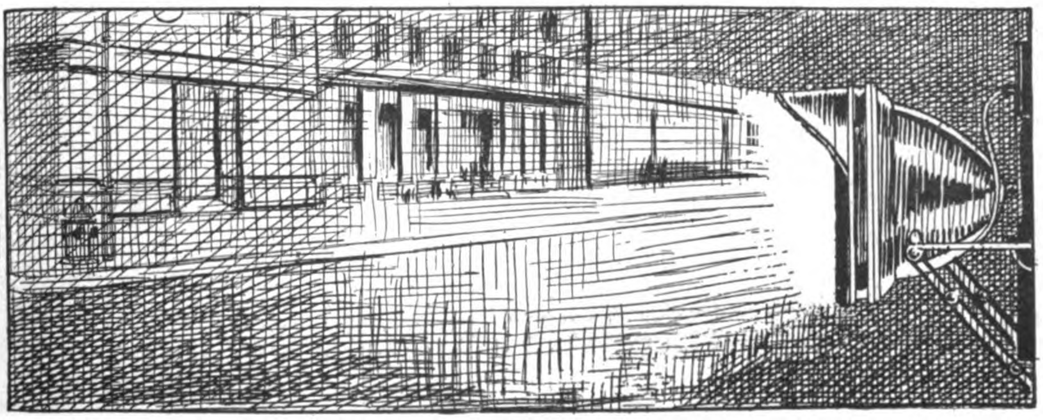

Search Light
Pilot Light

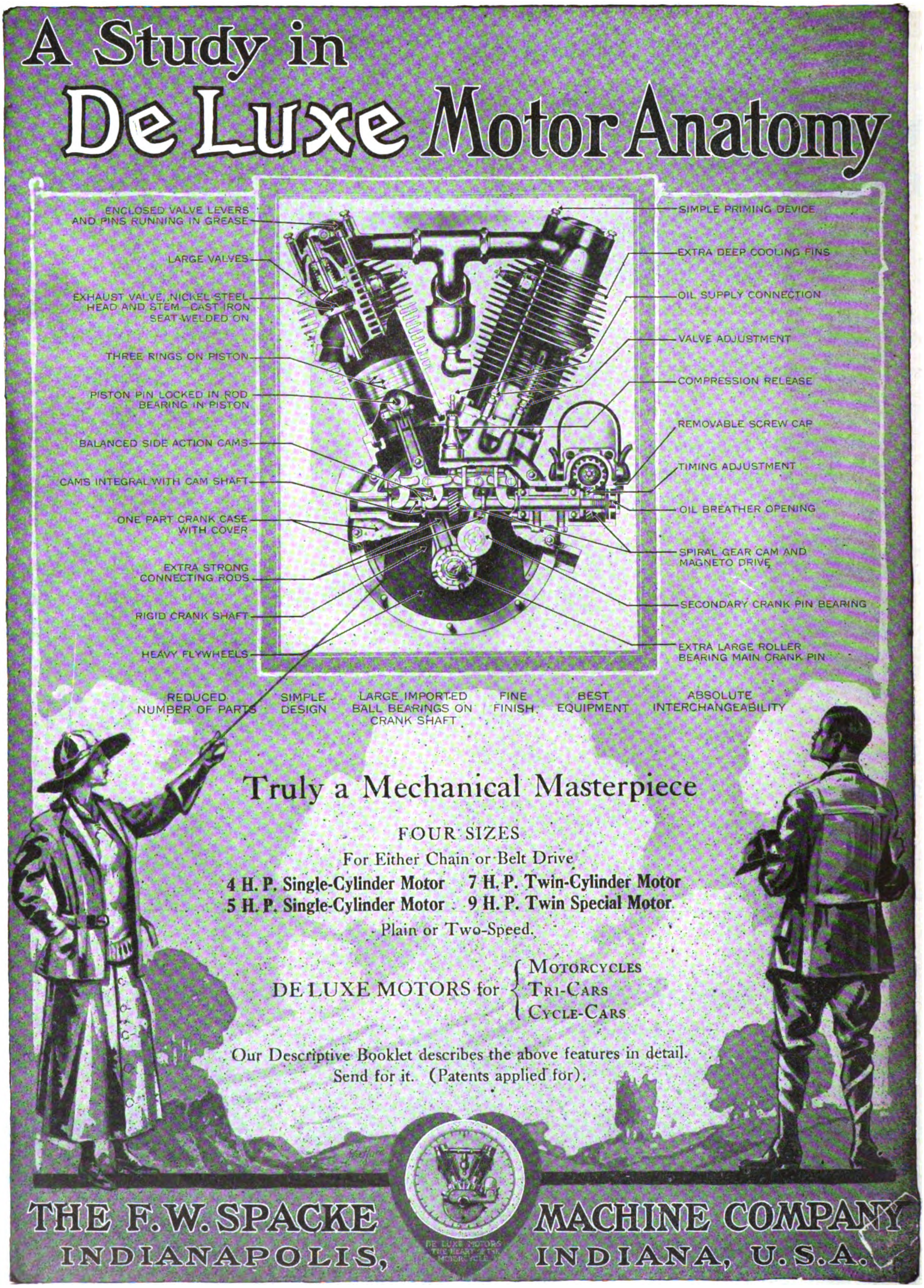
With its two-bulb headlight, one emanating a powerful searchlight gleam for country riding, the other affording a milder light for city use, its powerful 30 ampere-hour battery, non-sulphating—a battery that can suffer countless spills and yet not lose a fraction of its power—its four-way switch, its compact little tail lamp, throwing red rear light, yet illuminating with a white gleam the license tag—these salient features complete a lighting system that for sheer practical utility and marvelous durability has yet to find its peer in either automobile or motorcycle lighting system construction.

Write for further details and our dealers' selling plan.

Ask for Charts 2037 and 2039.

Hawthorne Mfg. Co. - Bridgeport, Conn.





A Study in De Luxe Motor Anatomy

ENCLOSED VALVE LEVERS AND PINS RUNNING IN GREASE
LARGE VALVES
EXHAUST VALVE, NICKEL STEEL HEAD AND STEM—CAST IRON SEAT WELDED ON
THREE RINGS ON PISTON
PISTON PIN LOCKED IN ROD BEARING IN PISTON
BALANCED SIDE ACTION CAMS
CAMS INTEGRAL WITH CAM SHAFT
ONE PART CRANK CASE WITH COVER
EXTRA STRONG CONNECTING RODS
RIGID CRANK SHAFT
HEAVY FLYWHEELS
SIMPLE PRIMING DEVICE
EXTRA DEEP COOLING FINS
OIL SUPPLY CONNECTION
VALVE ADJUSTMENT
COMPRESSION RELEASE
REMOVABLE SCREW CAP
TIMING ADJUSTMENT
OIL BREATHER OPENING
SPIRAL GEAR CAM AND MAGNETO DRIVE
SECONDARY CRANK PIN BEARING
EXTRA LARGE ROLLER BEARING MAIN CRANK PIN
REDUCED NUMBER OF PARTS
SIMPLE DESIGN
LARGE IMPORTED BALL BEARINGS ON CRANK SHAFT
FINE FINISH
BEST EQUIPMENT
ABSOLUTE INTERCHANGEABILITY
DE LUXE MOTORS THE HEART OF THE MOTORCYCLE

Truly a Mechanical Masterpiece

FOUR SIZES

For Either Chain or Belt Drive

4 H. P. Single-Cylinder Motor **7 H. P. Twin-Cylinder Motor**
5 H. P. Single-Cylinder Motor **9 H. P. Twin Special Motor**

Plain or Two-Speed.

DE LUXE MOTORS for { MOTORCYCLES, TRI-CARS, CYCLE-CARS

Our Descriptive Booklet describes the above features in detail.
Send for it. (Patents applied for).

THE F. W. SPACKE MACHINE COMPANY
INDIANAPOLIS, INDIANA, U. S. A.

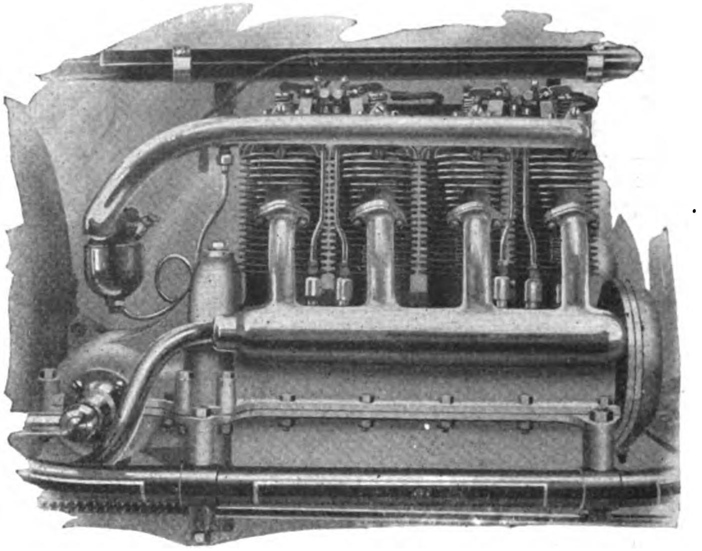
POWER

Is the word of mightiest importance to the motorcycle rider.

It is the one vital point on which depends your contentment or your dissatisfaction.

It is the KIND of power you use that will decide the degree of comfort with which you ride.

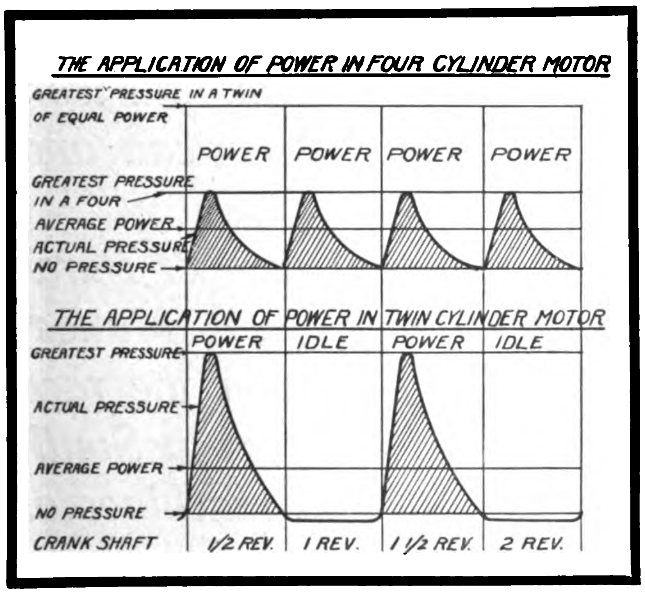
Did you ever think of it in this light before?



The single cylinder motorcycle "jerks" itself along. You can fairly see each separate "jerk."

In a "twin" the same is true, except it has twice as many jerks.

Some makers have attempted to lessen the "jerks" in their singles and twins by using heavy flywheels —and that is all they accomplish. They cannot cure the defect.


THE APPLICATION OF POWER IN FOUR CYLINDER MOTOR
GREATEST PRESSURE IN A TWIN OF EQUAL POWER
POWER
POWER
POWER
POWER
GREATEST PRESSURE IN A FOUR
AVERAGE POWER
ACTUAL PRESSURE
NO PRESSURE
THE APPLICATION OF POWER IN TWIN CYLINDER MOTOR
POWER
IDLE
POWER
IDLE
GREATEST PRESSURE
ACTUAL PRESSURE
AVERAGE POWER
NO PRESSURE
CRANK SHAFT
1/2 REV.
1 REV.
1 1/2 REV.
2 REV.

To secure maximum comfort and efficiency where a clutch takes the place of a transmission the power must be as even as possible.

It is FOUR CYLINDER or continuous power that alone can give you all you would seek in your power plant.

Did you ever see a motorcycle of uneven power that could climb any hill at a speed of from four to eight miles per hour, and "pick up" in the middle without any hesitancy?

Did you ever see a single or twin that could be throttled to four miles per hour with the clutch engaged?

Did you ever see a single or twin so noiseless that with the clutch out you could not hear the motor run?

These are exclusive HENDERSON features possible only with HENDERSON power.

They are features that compel the investigation of any careful purchaser.

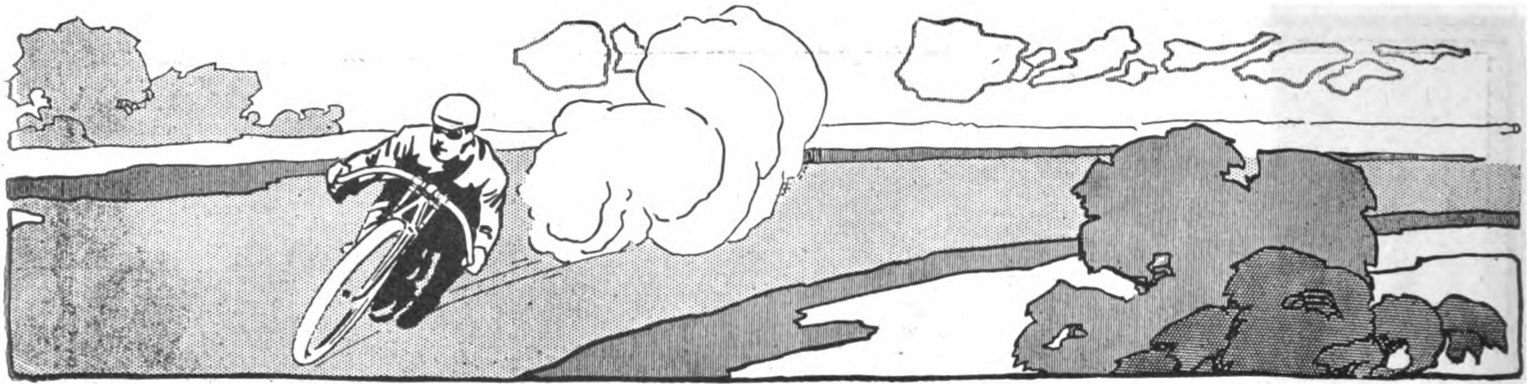
"Write for the Henderson Letter"

HENDERSON MOTORCYCLE CO., Detroit, Mich.

Factory Branches

Chicago—2007 Michigan Ave.

San Francisco—1592 Market St.



BULLETIN

We have just received word of the wonderful victory or regular 1914 stock Flying Merkel Motorcycles in the two biggest races of the year in South America.

In the annual Criterium Motociclista, organized by the Automobile Club of Argentina, distance 450 kilometers, held between Buenos Aires and Rosario, Sr. Raul Riganti, riding a chain drive 7 h. p. Flying Merkel scored a brilliant triumph. He covered the rough course in 7 hours 48 minutes, breaking the former record by 2 hours 11 minutes. He did not have the slightest mechanical trouble from start to finish, and won the race by 12 minutes, defeating the best American and European machines.

ONCE MORE: In the annual National race of Paraguay, known as the Asuncion-Villa Rica race, Sr. A. Munoz, on a regular stock 7 h. p. Flying Merkel, won the race (distance 348 kil.) easily, defeating the best riders in South America, a number of them being mounted on machines of higher horsepower. As we always have said:

"If it passes you, it's a Flying Merkel."

THE MIAMI CYCLE & MFG. CO.

460 Hanover St. Middletown, Ohio

"Motorcycling Unlimited"

—with its grinding miles, its smashing impacts and its tremendous skid thrusts—demands the unlimited tire service so completely and continuously demonstrated with

PENNSYLVANIA Oilproof VACUUM CUP TIRES

Automobile Casings in Motorcycle Sizes

100% SAFETY—in V. C. positive non-skid traction. The grip of the suction cup tread is constant and effective—on wet asphalt or muddy road. It assures speed, security, power.

200% SERVICE—in the extra tough tread rubber and the added wear of the thick suction cups. V. C. Motorcycle Casings are sold on a definite guarantee of 5,000 actual miles, and almost invariably last over twice as long—200% service.

OILPROOF—through and through. No danger of oil-rot or grease-softening.

Dealers should let us have their V. C. requirements NOW. The 1914 demand for V. C. tires already overshadows our trebled facilities of production.

Pennsylvania Rubber Co., Jeannette, Pa.

New York City
Chicago
Cleveland

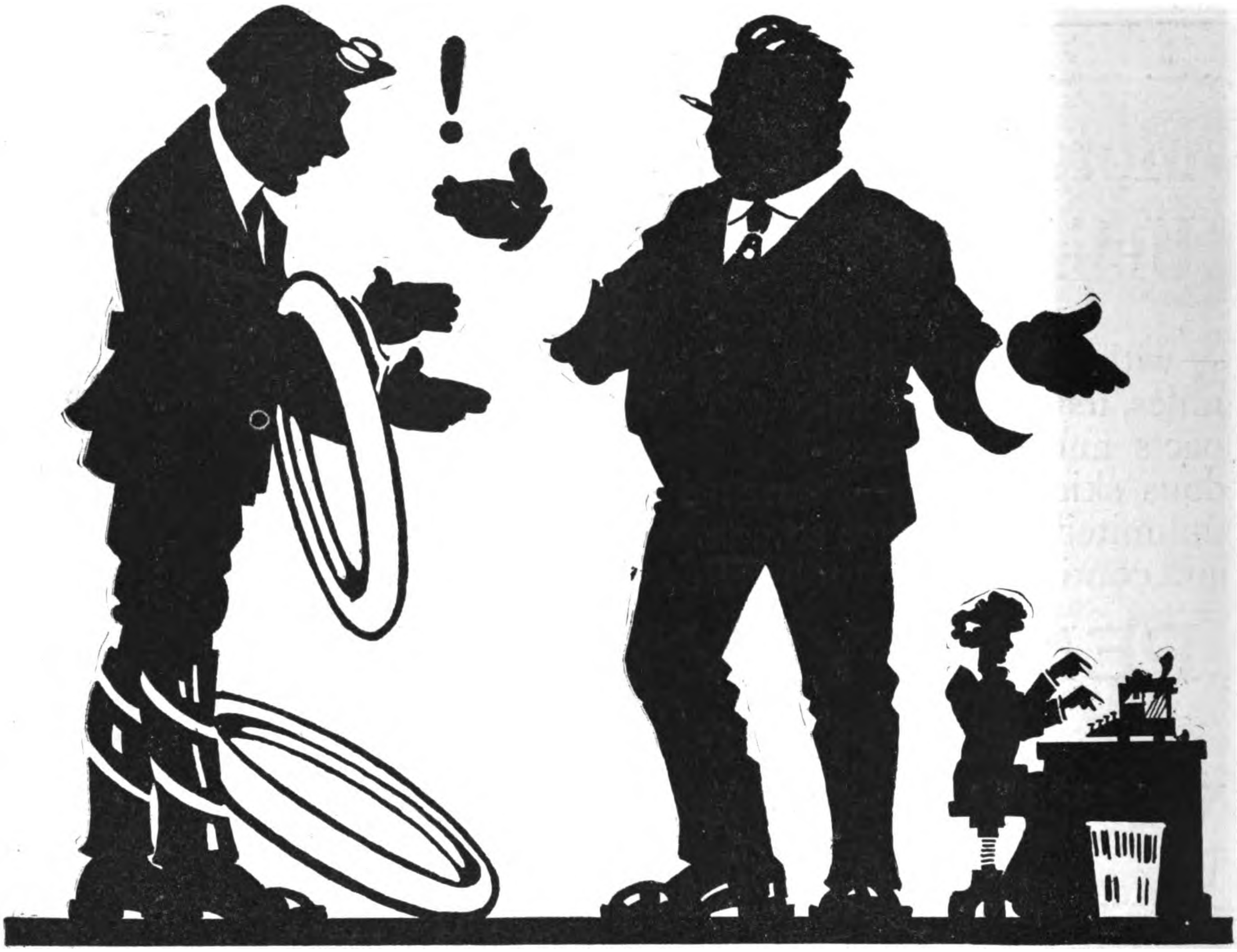
Boston
Pittsburgh
San Francisco

Los Angeles
Detroit
St. Paul

Minneapolis
Omaha
Kansas City, Mo.

Seattle
Dallas
Atlanta

An Independent Company with an independent selling policy



A Rear Wheel Drive Speedometer Means Money Lost On Tire Adjustments

If you use a rear wheel drive speedometer on your motorcycle, you get a constant record of *false mileage*—because the rear wheel turns when you are simply "tuning up" on the stand, and also slips under power all the time you ride on slippery pavements. All this false mileage makes it difficult to get proper tire adjustments. When you go to get a new tire you *say* that the old one has not given the guaranteed mileage—but your speedometer shows a *greater* mileage—and the dealer believes nothing but the speedometer.

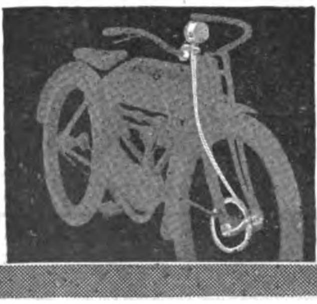
But if you use the Stewart Front Wheel Drive Speedometer you always get full allowance without question or quibble. It always shows the exact mileage.

And the Stewart is the *only* front wheel drive speedometer that *cannot* be injured by front fork shock and twist. Its drive chain operates through a rigid tube instead of the usual flimsy flexible tube. This tube supports the bracket which holds the angle joint and fibre pinion. This bracket swivels freely on the front wheel axle and takes up all up-and-down movement of the front wheel, thus eliminating all springing and whipping wear. It costs only $12—complete, with full equipment for immediately installing on any motorcycle.

Stewart-Warner Speedometer Corporation **Factories: Chicago and Beloit, Wis.**

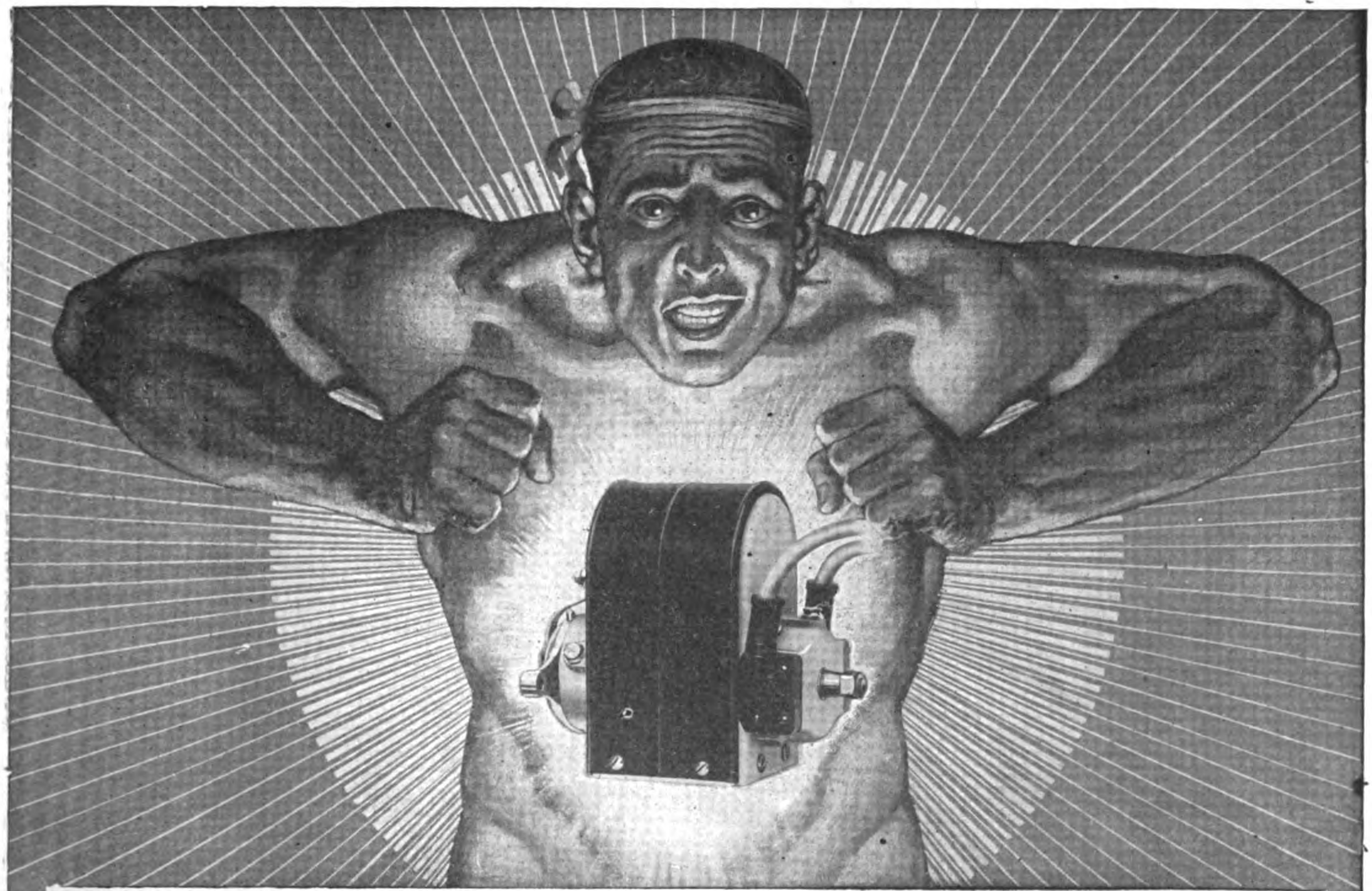
Executive Offices: 1972 Diversey Boulevard, Chicago. ***17 Branches. Service Stations in all cities and large towns.***

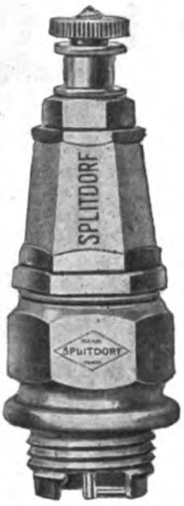
Stewart Motorcycle Speedometer



ONLY $12 COMPLETE

FULLY GUARANTEED





Follow the Leaders

and decide upon an up-to-date equipment of the unbeatable ignition team—SPLITDORF MAGNETOS and PLUGS.

SPLITDORF MAGNETOS are standard 1914 equipment for the leading manufacturers, and if you want a magneto to give you the hottest, fattest spark, the quickest pick-up and the lightning get-away, specify a SPLITDORF.

SPLITDORF MOTORCYCLE PLUGS were designed for motorcycles and, from the outset of the reign of the two-wheeler, they have set the standard for all motorcycle plugs.

SPLITDORF MAGNETOS and PLUGS are the selection of the wise men—FOLLOW THE LEADERS.

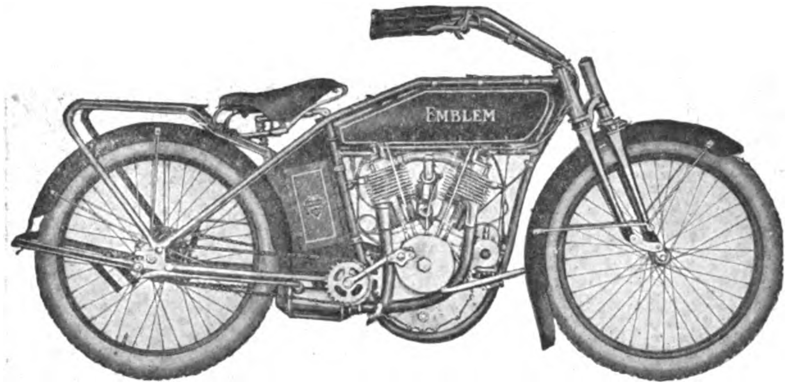
SPLITDORF ELECTRICAL COMPANY

ATLANTA.........10-12 E. Harris St.
BOSTON..St. Germain and Mass. Ave.
CHICAGO...........64-72 E. 14th St.
CINCINNATI............811 Race St.
DALLAS............402 S. Ervay St.

DAYTON...............427 E. 3d St.
DETROIT........972 Woodward Ave.
KANSAS CITY......1823 Grand Ave.
LOS ANGELES......1215 S. Hope St.
NEWARK..............290 Halsey St.
LONDON BUENOS AIRES

NEW YORK.........18-20 W. 63d St.
PHILADELPHIA...210-12 N. 13th St.
SAN FRANCISCO.....1028 Geary St.
SEATTLE ....1628 Broadway
TORONTO.............469 Yonge St.

Factory: NEWARK, NEW JERSEY



DON'T WAIT
ACT NOW

Many an opportunity to land a good order is lost by neglect to get your specifications in early.

DEALERS:

do you realize it means **dollars** to you to order your

EMBLEM

"The Road Master"

motorcycles in advance, not at the very start, of the riding season? The attractive appearance, the emphatic look of power and sturdiness of this "Master of the Road" appeal so strongly to the prospective buyer that he says: "I want that Emblem, but I want it **now.**"

Take a tip: **"A Machine in the Store is Worth Two On Order."**

EMBLEM MANUFACTURING COMPANY
ANGOLA, N. Y.

Mr. Rider—Replacements Are In Order—Specify a Spartan Belt and Bid Transmission Troubles Good-Bye

If you haven't already overhauled the "old boat," remember this—it will PAY you to invest in the best belt made. It means doubled satisfaction, doubled service, doubled safety. Therefore, if you want to assure for yourself trouble-less transmission service plus tremendous durability, specify

SPARTAN

"Strong—Silent—Enduring Service"

Tanned by a secret process that eliminates practically all stretch and slip—a process that renders the Spartan invulnerable to heat or cold, drought or rain; weatherproof! More than ninety-five per cent. of the belt driven motorcycles use Spartan—in spite of the slightly higher cost.

Graton & Knight Manufacturing Co.
WORCESTER, MASS.

Is It Wise to save a few cents by buying a cheap porcelain or mica plug and then spend Dollars, Hours and Temper locating and remedying the trouble that is sure to come? Be wise. Specify the

HERZ PLUG "BOUGIE MERCEDES"

for your new motorcycle. You will gain these highly satisfactory results:

FIRST: You will forget your Plugs altogether.

SECOND: You can feed as much oil as you like. HERZ PLUGS never "soot up."

THIRD: You never have to clean or take apart or so much as touch your HERZ PLUGS.

LAST BUT NOT LEAST: You can throttle down more and feed a poorer mixture, which means

A CONSIDERABLE SAVING IN GASOLINE

The reason? HERZ PLUG brings 100% of the current generated in the magneto to the scene of action, viz., the explosion chamber. There is *no loss of current* through cracked porcelains or oil soaked mica. HERZ PLUGS are

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Make the best investment of your life. Buy HERZ PLUGS ("Bougie Mercedes") from your dealer.

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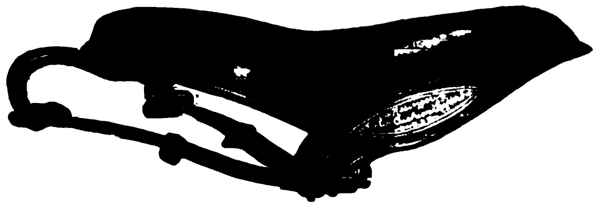

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Velvet Cushion Comfort—Steel Bridge Strength

Pioneer saddle making experience is behind the Mesinger.

Leaf or Coil Spring
The Best of Each

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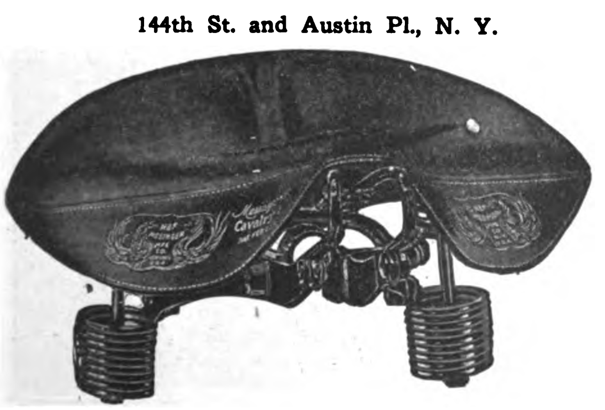

What Kind of a Guarantee Do You Get With Your Belt?

Is it guaranteed against damage by moisture? Wetprufe is!

Is it guaranteed not to stretch? Wetprufe is!

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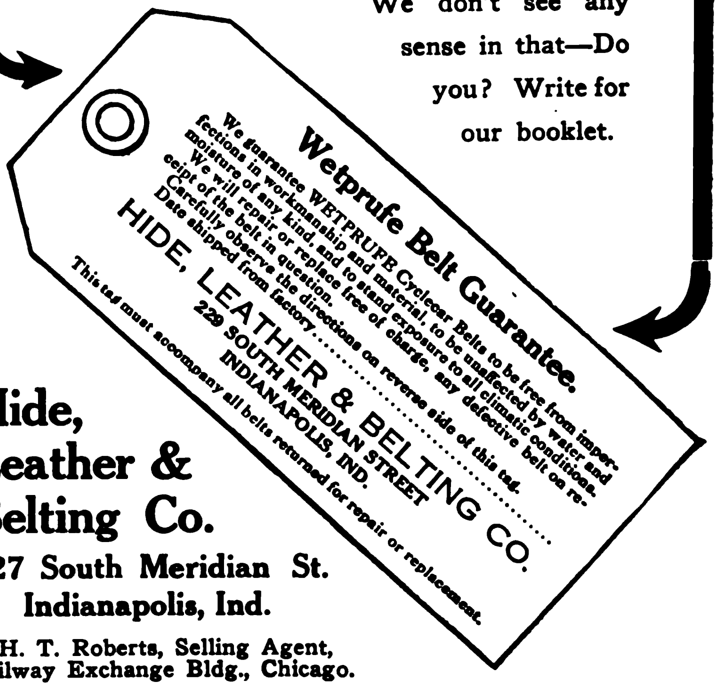
Does your belt grip like a chain and automatically "give" to the motor shocks? Wetprufe does!

If your belt does not do all the things Wetprufe does, what's the sense in buying any other belt than a Wetprufe?

We don't see any sense in that—Do you? Write for our booklet.



Wetprufe Belt Guarantee.

We guarantee WETPRUFE Cyclecar Belts to be free from imperfections in workmanship and material, to be unaffected by water and moisture of any kind, and to stand exposure to all climatic conditions. We will repair or replace free of charge, any defective belt on receipt of the belt in question.

Carefully observe the directions on reverse side of this tag.

Date shipped from factory............................

HIDE, LEATHER & BELTING CO.
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Hide, Leather & Belting Co.

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For pleasure and for business the motorcycle is a safe, speedy means of transportation and United States Tires make it dependable

Today the motorcycle is an efficient, economical, perfected piece of mechanism.

It has passed the experimental stage—the motorcycle has "arrived."

We, the makers of United States Tires, have done much to make the motorcycle dependable.

We have concentrated our great resources to improve our product as the motorcycle has improved.

We have kept pace with the motorcycle makers.

We have each year equipped better motorcycles with better tires.

We have solved the motorcycle tire problem.

Today United States Motorcycle Tires stand alone in a class absolutely by themselves and are acknowledged to be the standard motorcycle tires of the world.

Their overwhelming popularity is a known fact.

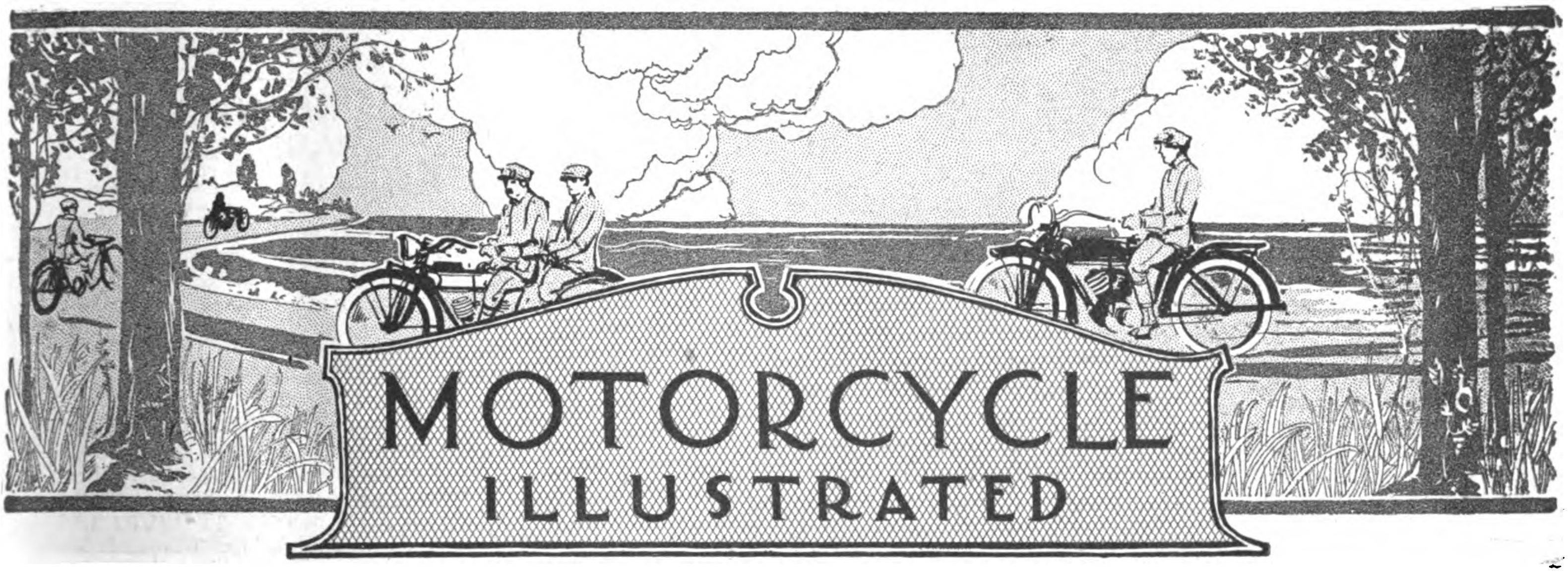
In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the

Largest Rubber Company in the World



RIM PATENTS AGAIN ATTRACT ATTENTION

A GROUP of patents covering demountable rims and owned by the defunct Dorian Rim Co., have been bought by the Universal Rim Co., of Detroit, the deal having been engineered by Earl J. Baker. The purchase is of special interest in view of the fact that it includes the Funk and Anglada patents, and it is stated that a consideration of about $10,000 was involved.

Further attention has been attracted to the rim patent situation of late by the announcement that the Goodyear Tire & Rubber Co. is granting licenses to other firms for the manufacture of the Goodyear straight side section quick-detachable rims. Among the licensees are the Mott Wheel Works, the Standard Welding Co. and the Cleveland Welding & Mfg. Co.

SAVANNAH M. C. WILL STAGE 12-HOUR RACE

SAVANNAH, Ga., April 9.—At the meeting of the Savannah M. C., held in its clubrooms last night, the Competition and Tours Committee reported that preparations for the 12-hour grind, which will be run over the motorcycle course on the Confederate Memorial Day, are being made. The race will start at 5 a. m., and continue until 5 p. m. Letters have been sent to the manufacturers of motorcycle accessories requesting donations and several firms have responded. Late reports are to the effect that there will be fifteen entrants.

During the meeting Paul Dewitt resigned as secretary and O. A. Meyer, who has previously held that office, was elected to fill the vacancy. Dewitt was appointed club referee.

There is no lack of activity in the club. Last Monday night there was a lantern parade, after which members of the club went to Isle of Hope, where a supper was served. Every member of the club has signified his intention to participate in the floral parade which is to be held April 23. The committee which is arranging for this event is composed of: John Balmer, Frank T. Laird and O. A. Meyer. A minstrel show will be held on April 30, the proceeds of which will be used to pay off the debt incurred by the staging of the recent 300-mile race.

At the next meeting of the Savannah club plans for a 100-mile race which it has been proposed to hold on July 4, will be discussed.

SCHRADER SUIT ON TWITCHELL PATENT

CLAIMING that the 35 Per Cent. Automobile Supply Co., of New York City, is disregarding the patent claims involved in the Twitchell air gauge patent, No. 927,298, the firm of A. Schrader's Son, Inc., has filed a suit in the United States District Court for the Southern District of New York. The Schrader firm recently purchased the Twitchell patent. The present suit is looked upon simply as the first move in a determined campaign that will be waged by the Schrader firm to safeguard what it considers its patent rights.

In its complaint the Schrader firm calls attention to the decision of the United States Circuit Court for the Southern District of California, and the Supreme Court of the District of Columbia, sustaining the validity of the Twitchell patent. The complaint also explains that in 1911 the Twitchell folks brought suit for infringement against the firm of A. Schrader's Son, and that the suit was settled by the purchase of the patent rights. The rights were transferred to the City Real Estate Co. on February 12, 1912, and by this company to A. Schrader's Son later in the same year.

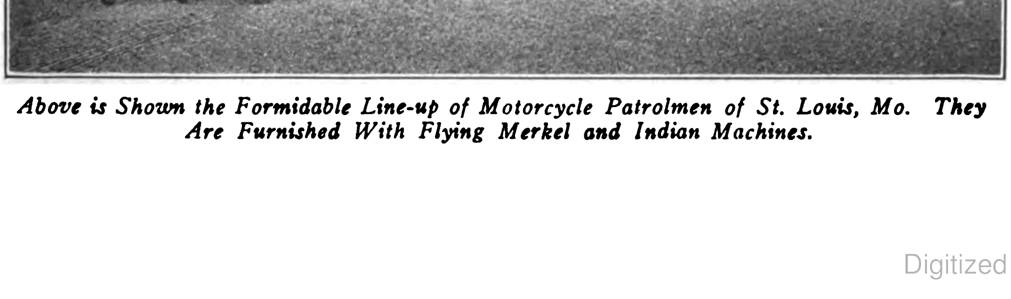
The Schrader complaint charges that the 35 Per Cent. Automobile Supply Co. is infringing the Twitchell patent by manufacturing and selling a brand of pressure gauges which conflict with Patent 927,298. A preliminary and perpetual injunction, with damages and costs, is requested.

WHITESELL OBTAINS RESTRAINING ORDER

LOS ANGELES, Cal.—When the Girton-Hoffer Co., Inc., successor to W. H. Whitesell as distributor for Excelsior motorcycles in Southern California, opened their new place of business on Tuesday, April 7, they were served with a temporary restraining order which had been granted by Judge McCormick, of the Superior Court of Los Angeles county, upon application of Mr. Whitesell. The order restrained the Girton-Hoffer company from selling Excelsior machines or parts and from acting as distributors for the machines. In short, it prevented them temporarily from taking any action which involved the handling of Excelsior products.

Mr. Whitesell's object in obtaining the injunction is to ascertain through legal processes whether the Excelsior Motor Mfg. & Supply Co. had the right to cancel his contract and turn the Excelsior business in southern California over to the Girton-Hoffer company. Mr. Whitesell was given thirty days' notice, as provided for by his contract, but he is of the opinion that even this did not justify the action of the Excelsior company.

The restraining order did not take the Girton - Hoffer company by surprise, as it had been understood



Above is Shown the Formidable Line-up of Motorcycle Patrolmen of St. Louis, Mo. They Are Furnished With Flying Merkel and Indian Machines.

for several days that some such action was contemplated by Whitesell. Both Girton and Hoffer were firm in the belief that the horizon would be cleared very soon, and that they would be enabled to proceed with their Excelsior sales campaign.

PORTLAND RIDERS ASCEND MOUNT HOOD

PORTLAND, ORE.—One of the most daring motorcycle trips on record for this section of the country was made on Sunday, March 22, when four riders of Portland ascended Mount Hood on their machines as far as Government Camp. This establishes a new record as the best previous showing was made by a Lozier motor car last year when it reached Government Camp on May 16. It has been considered impossible to pilot any motor vehicle up the mountain earlier in the season than May, and it will be seen that the Portland motorcyclists have improved the former record by two months.

The party was made up of Walter Beardsley, William Hodecker, Benjamin P. Finke and Maurice Webster, Jr. All were Indian-mounted, and three of the riders are employed by Ballou & Wright, the well-known motorcycle and supply dealers of Portland and Seattle.

Leaving Portland at 7:30 p. m. on Saturday, March 21, the party made excellent time to Sandy, where they arrived shortly after 9:30 p. m. Then in order to be ready for an early start they went to bed. At 7:30 the next morning they were off on their way to Rhododendron. They reached the Toll Gate an hour and a half later where they were informed that they were the first motorists of any description to pass through this year.

As the party ascended toward Government Camp the snow became deeper rapidly until they were finally blocked completely by a huge drift. The boys bucked the drift several times but soon decided that it was out of all reason to expect to get through it. Then two of the riders were left to guard the machines and the two others went on to the Inn to register. After a hearty dinner the two returned to their motorcycles on skiis at 2 p. m. and the quartet then returned to Portland without mishap. The riders were seriously hampered by the number of trees which were blown down across their path, necessitating much trouble in dragging the motorcycles around them.

NO QUESTION HERE OF WOMEN'S RIGHTS

GIRLS who regularly appear as sidecar passengers are now to be found in every large city throughout the country, but it is not often that one of the popular combination outfits is found to be completely in charge of the fair enthusiasts. For that reason special interest attaches to the photograph at the right, which shows two Ft. Dodge (Iowa) girls enjoying a spin through a park. Miss Ruth Bening is handling the motorcycle, and Miss Mabel Johnson occupies the sidecar. The photo comes from Hogoboom Bros., Harley-Davidson agents in Ft. Dodge.

Four energetic dealers are now boosting motorcycles in Ft. Dodge, as follows: Mathree Bros., Thor, Excelsior and Henderson; Hogoboom Bros., Harley-Davidson; Dessinger Motorcycle Co., Yale; Tremain & Rankin Auto Co., Indian. Hogoboom Bros. have just opened a new branch in Manson, Ia.

Three Photographs That Figure In the Late News

HARLEY DAVIDSON

ADVENTURE, recreation and business are suggested by the three photographs shown above. The top picture presents one of four Portland riders who made a remarkable ascent of Mt. Hood. The trip is described at the left. The center photo shows two girl enthusiasts of Ft. Dodge, Iowa, who dispense with mere man on their outings. The bottom picture introduces "Happy Harry" Gliesman, who took up his duties this week as a traveling salesman representing the Flying Merkel factory.

GLIESMAN STARTS ON MIAMI SALES TRAIL

H. A. GLIESMAN, the former New York dealer whose picture appears on this page, took up his duties on Monday, April 13, as a traveling salesman for the Miami Cycle & Mfg. Co. As was announced in the last issue of MOTORCYCLE ILLUSTRATED Mr. Gliesman will cover New Jersey, Pennsylvania, Delaware, Maryland and Virginia for the Miami folks and will do his traveling with a Flying Merkel motorcycle and sidecar.

Mr. Gliesman is a pioneer cyclist, having been identified with the field since 1889. He was one of the first members of the old League of American Wheelmen, joining the Massachusetts Division in 1890. In 1894 he worked for a time in bicycle factories and finally opened a small repair shop in Thompsonville, Conn. In 1899 Mr. Gliesman established a business in New York City under his own name, and in 1903 he changed the firm name to the Tiger Cycle Co. At that time he took up the manufacture of a special bicycle for racing purposes. His present business in New York is conductd under the name of the New York Motorcycle Co. Mr. Gliesman's connection with the motorcycle field dates back to 1900, when he became the possessor of a Thomas Auto-Bi. In 1904 he took the agency for the Rambler motorcycle, and was a participant in that memorable endurance trial, the first F. A. M. run which was held from New York to Albany and return.

KANSAS STATE F. A. M. HAS EARLY CONVENTION

DODGE CITY, Kan., April 14.—The annual convention of the Kansas F. A. M. was held here April 10 and 11, with State Commissioner G. E. Woodwell presiding. Due to the fact that there is a movement on foot to increase the motorcycle tax in the State, and that plans for organized opposition from the riders were expected to be made at this meeting, the interest was considerable and the attendance proportionate. Although there are 8,000 motorcyclists in Kansas only 800 of them are members of the F. A. M., and it was the consensus of opinion that such a small percentage should not be called upon to bear the burden and expense incident to downing unjust legislation. It was agreed, further, that if a larger number of riders should be brought into the ranks, the opposition would be more effectual. With this end in view it was decided to have postcards sent to every rider in the State soliciting his co-operation.

B. J. Patterson, president of the F. A. M., and John L. Donovan, chairman of the Competition Committee, as well as other prominent F. A. M. members, were in attendance. Chairman Donovan took advantage of the opportunity to inspect the track on which it is proposed to stage the big motorcycle race on July 4. It was announced that the promoters of this event have let out a contract to have grading done on the course which will cost $1,000.

An informal meeting of the Short Grass Club was held in connection with the convention, but owing to the absence of P. E. Zimmerman, secretary, no definite action was taken.

G. E. Woodwell, of Wichita, was re-elected State Commissioner, and the other state officers as chosen at the convention are: Carl J. Turner, of Dodge City, secretary; Dick Huett, Salina, chairman of touring committee; J. P. McCollum, chairman of the highway committee and Edward Anderson, Salina; chairman of the membership committee. The Kansas riders placed themselves on record as favoring the nomination of Fred. W. Sullivan, president of the Rockford (Ill.) M. C., as president of the F. A. M

DISTRIBUTION OF F. A. M. CHAMPIONSHIP RACES

INCIDENTAL to his announcement to the effect that he had awarded the five-mile national professional championship race to the Capital City M. C., to be run in connection with its Motorcycle Day celebration, scheduled for April 19, John J. Donovan, chairman of the F. A. M. Competition Committee, forwards the following statement regarding the distribution of the of the F. A. M. championship events:

"According to the competition rules all amateur events must be run at the National Convention, wherever it may be held. The one-mile professional race, as well as one other professional event, must also be held at the National meet. The remaining three professional races are disposed of at the discretion of the Competition Chairman, and I am now, therefore, in a position to receive applications from clubs who have the facilities for handling one of these events. It is my intention to place one in the West, one in the South and the other in the East. As the event allowed for the West has already been disposed, the only open events are those for the southern and eastern districts. Clubs should bear in mind that these events must be held on tracks of at least one mile to the lap."

DETAILED ROUTE OF NEW JERSEY M. C. RUN

ENTRY blanks for the seventh annual endurance run of the New Jersey M. C., of Newark, are now ready for distribution, and the contest committee announces that everything is in readiness for the holding of the big event. The run is scheduled for May 30 and 31, and the distance to be covered is 435 miles. Starting from Newark at 6 a. m. Decoration Day the contestants will ride southward through Rahway, Amboy and Keyport to Freehold the first checking station. After going westward through Hightstown the riders will check at Trenton, and then go southward through Langhorne to Philadelphia, the noon control.

After dinner the run will be continued southward through Chester to the Wilmington control and thence through Newark, Elkton, Perryville, Harve de Grace, Belair and Towson to Baltimore, where the endurance riders will remain overnight. In the morning they will go northward from Baltimore through Towson, Parkton and Shrewsbury to York, and then eastward via Columbia to the Lancaster control.

From Lancaster the course then leads through Coatesville and Dowintown to Norristown, where a stop will be made for dinner. Before reaching Trenton, the next checking station, the riders will pass through Hatboro and Langhorne. On the last stretch from Trenton to Newark the riders will go by way of Princeton, New Brunswick and Rahway. On the first day the contestants will cover 214 miles, while the distance to be traveled the next day is 221 miles.

COLLECTOR OBTAINS REMARKABLE SERVICE

THE accompanying photograph introduces T. F. McCarthy, a rural collector for the Peoria *Evening Star*, Peoria, Ill., who has made a wonderful record with his Excelsior motorcycle. McCarthy started to ride the machine May 1, 1911, and found it in fine trim, although it had been used by three beginners during the previous season. As McCarthy was a novice himself and the roads were rough the mount was put to many a severe test, but it is still in regular service. It has been used almost daily since McCarthy acquired it, regardless of weather conditions.

The following record will give some idea of the service given by the machine: During June, July and August, 1912, McCarthy rode 2,863 miles over country roads at a total expense of $20.85. The outlay was distributed as follows: Gasoline and oil, $12.60; batteries, $2.25; pulley lagging, $1.50; storage, $2; broken saddle, $1.75; broken belt, 75 cents. It will be noted that there was no expense for mechanical work and no tire repairs. McCarthy writes that he has bought a new set of piston rings each year and that his motor has required no other replacements. He explains that he cleans the motor regularly and uses a light motor oil, and is of the opinion that this is a good policy to follow.

McCarthy's remarkable statement is forwarded by Voss Bros., Excelsior agents in Peoria, Ill.

WORCESTER RIDERS PLAN 24-HOUR GRIND

C. H. ADAMS, 24 Austin street, Worcester, Mass., secretary of the Worcester M. C., reports that arrangements for the third annual run of the Worcester club are well under way. It will be a 24-hour event, the start to be made at 7 p. m. of July 3. Leaving Worcester the contestants will ride to Springfield, the first control, and then through Hartford to New Haven, the second control. The riders are scheduled to arrive in New York, the third control, at 6:30 a. m., July 4. Following the Hudson river route northward the checking points for the riders will be at Poughkeepsie and Albany, from which point they will travel eastward through Pittsfield and Springfield, both of which are controls. The contestants are scheduled to reach Worcester at 7 p. m., July 4.

It is expected that Secretary Gibson, of the F. A. M., will act as referee. Each member of the team finishing with a perfect score will be awarded a cup. Individual riders obtaining perfect scores will receive gold medals, and silver and bronze medals will be given to the other winners. Entry blanks are now ready and may be had upon application to Secretary Adams, of 24 Austin street. The blanks contain full details regarding the run and also show a map of the course to be followed.

DEATH OF D. L. WHITTIER

President of the Eclipse Machine Company Passes Away.

Elmira, N. Y., April 15.—D. L. Whittier, president of the Eclipse Machine Company, died this morning, after several months' illness.

Mr. Whittier was one of the veterans of the cycle industries, and for a generation took an active part in the management of the affairs of the Eclipse Machine Company. He was one of the leading citizens of Elmira, and contributed much towards the development of that city.

SMITH JOINS B. G. & M. MFG. CO.

Harold Smith, for some time past secretary and purchasing agent of the Racine Mfg. Co., of Racine, Wis., has resigned and will become vice-president of the B. G. & M. Mfg. Co., of Chicago. The latter company manufactures aluminum castings, metal stampings and brass castings.

IMPORTANT TO NEWSSTAND BUYERS!

The next issue of MOTORCYCLE ILLUSTRATED, the Third April Number, dated Thursday, April 30th, will be our annual Spring Number, bigger and more interesting than ever. Tell your newsdealer to order a copy for you, or tear this out, sign your name and address in the margin, and mail it with ten cents to MOTORCYCLE ILLUSTRATED, 51 Chambers St., New York.

GOVERNOR VETOES NEW YORK BILL

Ormrod Measure, Satisfactory to Motorcyclists, Fails of Glynn's Approval Because Faultily Drawn—Unfavorable Legislation Defeated In Senate.

By Alex Schwalbach

New York Legislative Representative of the F. A. M.

SOMEONE has well said that prophecy is a perilous thing, and the reason for this remark here is that in the first April number of MOTORCYCLE ILLUSTRATED I was quoted as wiring from Albany on the last day of the legislative session that "there will be no motorcycle legislation passed this year." When I wrote that, it was apparently true, because the exigencies of printing presses could not wait for the sequel of my story.

Late that night, on the evening of March 27, when the legislature was to have adjourned at 12 o'clock noon, the Senate was still in session, the clock having been stopped officially by the Sergeant at Arms at seven minutes to 12 o'clock noon. Governor Glynn by request sent in an emergency measure asking for the passage of the amended Ormrod motorcycle bill. It was immediately reported favorably from the Committee on Internal Affairs by Chairman Senator White, and by unanimous consent the rules were suspended, and the bill ordered to a third reading, amended and ordered reprinted as amended.

Briefly, the amendment included a three-wheel vehicle in the motorcycle class, revised the time limit from six minutes to four minutes a mile in incorporated villages, and added the words "therefore fifteen (15) miles" to the road signs. The penalties were reduced from $25 to $10 for the first offense and from $25 to $50 for a second offense. The bill then passed unanimously, and was immediately sent over to the Assembly, where it was also passed.

Those Troublesome Errors

The Governor of the State has thirty days after the legislature adjourns in which to either approve or disapprove of all bills left for him to sign. To my deep regret, on January 9, he handed down in my presence a memorandum which appears in the panel on this page, and had it not been for these inexcusable errors in the bill, he would undoubtedly have signed it; this I am assured of on the best of authority. Just how these errors crept into the bill I do not know. The bill was introduced by Senator Ormrod, and evidently some old matter pasted up from some other old motor-vehicle bill was used, and the proper corrections as to sections were not made.

It is said that an upstate lawyer framed up the bill, but either a stenographer messed it up, or a compositor mixed up the linotype slugs in the bill-printing shop.

Had the Legislature been still in session when the errors in the bill were called to our attention, we could have withdrawn it from the Governor's hands, corrected it and passed it over again. Thus we missed an opportunity which may never occur again.

The bill evidently had not been originally referred to the Bill-drafting Commission in the Legislature or this trouble could not have happened, because Mr. Wilson, who drew up the bill I introduced, was extremely careful regarding the numbering of his sections. I do not know who discovered the error, for it had passed through many hands, mine included, but like most newspaper men, I am a hasty reader and apt to skip a lot of unimportant details, looking for the high spots of course. Let us give the credit of the discovery to the Governor's able and astute legal advisor, John Godfrey Saxe, because that is his job, and that is what he is hired for. The bill itself, if it had not been for these obvious errors was undoubtedly the best motorcycle law ever presented in any of the forty-five states in the union, and would have set a high-water mark in this regard, and thereby added greatly to the credit of Governor Glynn's admirable administration.

STATE OF NEW YORK
EXECUTIVE CHAMBER

Albany, April 9, 1914.

Memorandum filed with Senate bill, Introductory No. 847, Print No. 1677, introduced by Mr. Ormrod, entitled:

"An act to amend the Highway Law in relation to motorcycles."

NOT APPROVED.

This bill provides for the registration of motorcycles, including all two or three-wheeled vehicles propelled by any power other than muscular power, but it is so inartistically framed that its approval is impossible.

Without going into particulars, it is sufficient to point out that the bill only applies to motorcycles hereafter acquired; and that the clause prohibiting the use of unregistered motorcycles refers to Sections 3, 4 and 5, and the clause prescribing penalties for violations of the article refers to Sections 5, 8, and 11 to 16, and there are no such sections in the bill.

I, therefore, disapprove the bill.

(Signed) MARTIN H. GLYNN.

How the Campaign Was Started

Having already told the last part of my story first, let me begin at the very beginning. At the request of J. Leo Sauer, publisher of MOTORCYCLE ILLUSTRATED, and chairman of the Legal Action Committee, New York State branch of the Federation of American Motorcyclists, I went to Albany on the morning of March 9, and as a result of this first visit, I spent twelve days and nights in Albany, covering four trips there in connection with motorcycle legislation.

On my first trip to the capital I found the following bills in the record as having been introduced: Bill of Mr. Hopkins, which referred to the licensing of persons operating motor-vehicles, but luckily excluded motorcycles; bill of Mr. Gillett, compelling all vehicles to carry lights; a similar bill by Mr. Wilson which was passed by both houses and signed by the Governor; another lighting bill by Mr. Karutz; the Herrick-McGrath bill which was really a new motor-vehicle bill, and which included motorcycles, and defined them as motor-vehicles having less than four wheels in contact with the ground, with pedals and saddles "on which the driver or drivers sit astride." The Herrick-McGrath bill arranged to charge $2 upon registration for motorcycles, including the right of the owner to operate the vehicle, and it also provided that the motorcycle should carry two number plates, these to be of a size smaller than those carried by automobiles. There were some other details in this bill, but as the bill did not pass, they are not important here.

The Kramer-Carroll bill included motorcycles in the motor-vehicle law, charging $2 per annum for registration. A singular thing about the bill was that a penalty of $1 for each day was assessed on each owner of a motorcycle for every day he failed to pay the tax after it became due, and he was to be informed during each year by the Secretary of State that it was due. This bill only provided, however, for one small number plate. The Duhamel-Green bill, as has already been noted in a previous article, was my own bill, and it was merely introduced as a life-saver in the event of necessity. The Cristman bill boldly and bodily pitchforked, by the use of only sixty words, the motorcycle in the motor-vehicle law with all its pains and penalties, and charged the motorcyclist $3 annually.

Senator White's Stand

Now there is nothing new in all of this because it has all been tried before, although not in a separate bill, and anybody might have done it long ago. Motorcycles have been used in this State for nearly twenty years, and largely so during the last twelve years, during which time we have had motor-vehicle legislation with the motorcycle left out, hence no hurry to do it now.

The White bill which was the last and the best one introduced, charged all motor-vehicles, including the motorcycle and motor-tricycle, $2 per annum, and this was the bill recommended by the motor-vehicle commission appointed last year by Governor Sulzer. None of these bills passed the legislature excepting the Ormrod bill.

Senator White told me when I arrived that he would not stand for any motor legislation of any kind until the report of the State Legislative Commission was received. Unfortunately this report was only received about a week before the legislature adjourned, so that the White bill did not come up for action until the last day of the session; meanwhile it would not have been wise for us to have attempted to pass any motorcycle legislature in opposition to the wishes of Senator White, who certainly has proven himself not only this year, but also in previous years, a great friend of the motorists and road users of the State.

On March 10, after a long session, I appeared before the Assembly Committee on Internal Affairs, of which Mr. J. L. Sullivan was chairman, and of which Mr. Cristman is a member. I argued for a few minutes before the tired committee, in opposition to the passage of the Cristman bill because it provided for big fines as in the automobile class, two lamps in front, and one behind, and two big plates the same as are used on automobiles. As a result of these arguments of mine, the bill was amended three times, and finally on March 25 it appeared on the calendar of the day in the Assembly, having been reported out of the Committee. Our policy then was one of delay. A number of motions were made to strike out when the bill was reached, and these deferred action on it until the next day, March 26, the day before adjournment, and we then lost out by a vote of 81 to 39 after a long, slow roll-call. The bill was not made a party measure, and the Secretary of State's office force, who were behind this bill, did well to have Cristman introduce it, because he is a rising and able young lawyer from Herkimer, New York, a Republican in a Republican House, and really a very capable man.

What Happened to the Assembly Bill

En passant, I may say that no great effort was made to beat the Cristman bill in the Assembly, because we knew that we had it beaten on the Senate floor and in the Committee room there also.

On Friday morning, the 27th, after the White bill was lost, the Assembly bill came before the Senate, where after 9 Senators had objected to its passage, it was referred by Senator Cullen, of Brooklyn, who was presiding, to the Committee on Internal Affairs, of which our good friend Senator White is chairman, and, of course, he promptly "canned it." It was never reported out of his Committee.

Senator Walters, himself a motor enthusiast and one of our legislative friends, and Senator Heacock, who comes from the same district as Mr. Cristman, were immediately referred by Senator White to me for his reasons in objecting to the Cristman bill. They claimed the wheelmen of the State were for it, but this I denied as their representative. They further said that we might withdraw our objections, let the bill pass, and amend it next year, but I thought this would be putting it severely up to us at that time. Our objections to the bill I told them were: Putting us in the automobile class, the $3 fee, the occupation tax, the big fines, and that we thought it would be better to have no motorcycle legislation at all than to stand for a bad bill.

I also objected to giving the Secretary of State the right to select the size of the license plates used. In the present motor-vehicle law he is by the act limited to the use of a certain size, 6 inches wide, and 15 inches long, while for a maker or dealer he is to add the capital letter M, nothing being said in the act about a bigger plate with the word dealer added. So that permissive legislation to an official who violates a mandatory act, is of no value. He might make the motorcycle sign as big as a barn door if he felt like it.

The two good Senators further claimed that the Secretary of State's office was behind the bill, but this had been previously denied by his office, they claiming that they only furnished some data for it. I suspect that the "voice was the voice of Jacob and the hand was the hand of Esau," for motorists generally, especially those who have had occasion to do legislative work, regard the present Secretary of State as our intimate enemy, who uses the Automobile Department of his office as a means of personal publicity press work at the public's expense. In this case, however, they abandoned their usual tactics of hunting us with a brass band, tom-toms, drums and fireworks in Chinese style, but pursued the insidious tactics of a still hunt. Mr. Cristman himself thinks that the motoring department of the Secretary of State's office should be removed to the Highway Department where it really belongs, and where it can be done in the winter months without the present enormous expense to the State.

The Law of 1899

The Secretary of State, an able man, comes from my own home county, Kings, where he has been highly honored by my party as a Congressman, District Attorney, etc., etc., but I fear he is in wrong when he antagonizes the real road users of the State by his anti-motoring attitude. There is, however, yet time to reform before election day comes around again.

It was really too bad that after the brilliant political parliamentary work done by Senator White and his colleagues in the Senate, that the Ormrod bill should have been, as the Governor says, "so inartistically framed that its approval was impossible."

Down here in New York we have never felt the need of a State motorcycle bill, but I really feel sorry for the Rochester motorcycle riders on account of the unreasonable local ordinances that are about to oppress the motorcycle riders there, and I fear that this precedent will be followed throughout the State. In this connection I would like to call the attention of the legal advisors of the Rochester Motorcycle Club, to Chapter No. 634 of the Laws of 1899 as signed by Governor Roosevelt, which regulates the use of bicycles, tricycles and similar vehicles. Now, for fourteen long years the use of motorcycles in this State has been regulated by this act. The act has never been repealed; it is still in full force, and I believe it still covers fully the right to make any ordinance, by-laws or regulation respecting the use of bicycles and tricycles excepting as provided in this act. A test case might be made in Rochester, carried to one of the lower appellate courts, and from there to the Court of Appeals, which would be sufficient to hang it up in suspense until the next meeting of the Legislature at least, so as to prevent local obnoxious motorcycle or bicycle laws being passed in the interim.

Those Who Rendered Assistance

Meanwhile the Governor has called a special session of the Legislature for May 4, and Senators Ormrod and White might induce him to resubmit the Ormrod bill corrected up to date, but for the fact that the session has been called specifically for the purpose of considering financial matters. Failing in that, of course, we will have to worry along until next year when we can get at the situation early.

In conclusion, the thanks of the wheelmen of the State are due first of all to Senator Loren H. White, of the Thirty-first District, and to the members of his committee; to Senator Ormrod for introducing his bill and my own, and to Senator James F. Duhamel, who was extremely courteous to me and went out of his way more than once to assist me in my efforts. Senator John F. Healy, of New Rochelle, and Senator Walters, of Syracuse, deserve to go on the honor roll in our memories, for the whole Senate was with us as a matter of fact. In the Assembly my own Assemblyman, Samuel R. Green, made a fine speech in opposition to the Cristman bill and led the opposition to it. Assemblymen McCue and Bleecker were with us at all times, as was the Progressive leader, Michael Schaap, with his clever speech in opposition to the Cristman bill. Unfortunately I am not able to recall from memory the names of all the good fellows in the Assembly who voted against the Cristman bill, but I herewith thank them all most heartily in behalf of the motorcyclists of the State, and as a final word, let me impress upon my fellow wheelmen the fact that when they go to Albany to hunt for legislative matters, they must paradoxically run with the hare and with the hounds, and must sometimes run with both of them at the same time in the chase for political favor. If you are able to read between the lines, you will understand what I mean when I say this.

CONTRIBUTIONS TO THE NEW YORK STATE LEGISLATIVE FUND

Motorcycle Illustrated	$50
Stanley T. Kellogg	25
F. A. Baker & Co.	25
Motorcycle Equipment Co.	5
H. A. Gliesman	5
Thomas Sixsmith	5
G. E. Wood, Riverside Motorcycle Garage	5
G. B. Gibson, Secretary F. A. M.	1
	$121

$79 more is needed to complete the fund of $200 which will be necessary to pay the expenses incurred. Further contributions are requested from New York State jobbers and dealers, and will be published in the next issue of this journal.

BAKER PLANS RECORD CROSS-COUNTRY TRIP

E. G. BAKER, the Indianapolis speed artist and endurance rider, is planning a coast-to-coast motorcycle trip in which he will attempt to lower the record now held by Volney E. Davis. Baker, who is now living in Phoenix, Ariz., and who recently won the 400-mile road race held by the Tucson (Ariz.) M. C., has applied to the F. A. M. for a sanction to insure his trip being recognized by the Federation. The present transcontinental record, held by Davis, covers a 3,745-mile course, the time being 20 days, 9 hours and 1 minute. Baker plans to start from San Diego, traveling eastward through Yuma, Phoenix, Roosevelt, Globe, Springerville, Albuquerque, Trinidad, Hutchinson, Kansas City, St. Louis, Effingham, Terre Haute, Indianapolis, Columbus, Wheeling, Pittsburgh, Lancaster, Philadelphia and Jersey City to New York.

LOOK AT THE VALVE

When a tire persistently goes flat, examine the valve for tears or for wear on the small rubber plug inside. A plug sometimes will hold the proper air pressure until pumps are hit, when it releases a little at a time.

THE MOTORCYCLE IN MANILA

Interesting Notes on Riding Conditions There and Throughout the Larger Islands

By Theodore Siddall

F. A. M. Commissioner for the Philippines

Courtesy of Travel Magazine.

Remarkable Photograph of a Bridge on the Island of Luzon.

FROM time to time we find brief items in various publications stating that interest in motorcycles is growing throughout the towns of the Philippine Islands, but rarely do we see anything in the nature of detailed information concerning the touring conditions. This is regrettable, too, for the tourist who expects to use his motorcycle in the Philippines should know just what he will have to contend with. It is true that motorcycles are being used on the islands, especially in Manila and vicinity, and as the roads are improved we hope to see the single-trackers come rapidly into public favor. Quite a few of the motorcycles now in service here are owned by men in the employ of the United States government, who use them in messenger service and for inspection work.

These islands consist chiefly of hills and mountains, with occasional flat plains. Manila is at one end of one of the largest plains, which extends northward for about 150 miles. In some places this plain is thirty miles wide. There is another smaller plain to the south, and, with the exception of the river basins around the island, that accounts for about all the country in the island of Luzon (which has practically the area of the State of Pennsylvania) that has either roads or a population to use them. They have a Public Works Bureau in Manila that is doing a lot of road-building, and putting down really good roads, but the Bureau is building in patches and the patches are not all connected up as yet.

Something About the Roads

About the farthest north one can go by motorcycle is Baguio, a place at an elevation of 5,000 feet, that has been used as a sort of hot weather sanatorium, but in order to reach Baguio the motorcyclist must traverse 60 miles of miserable roads. The alternative is to go up by train, and of course no self-respecting motorcyclist would care to do that. Both automobiles and motorcycles have made the trip from Manila to Baguio, but I do not know of any rider who has cared to repeat the trip. This bad sixty-mile stretch to which I refer is the next section to be tackled by the road-builders, according to the present plans, and they claim that before 1915 a rider will be able to start his motorcycle in Manila and stop it in Baguio (about 200 miles away) without having to use either ferries or bull-power.

There is a big long valley up in the northeast corner of the island, called the Cagayan Valley, but transportation there seems to be mostly by boats. I do not believe there are many motor vehicles owned in the valley, though there are plenty of people there who have the money to buy them. The problem appears to be to find a suitable place in that vicinity to use a motorcycle or an automobile. There is a trail connecting this valley with the Manila-Dagupan plain above referred to, but I understand that it is totally unfit for motor travel; that it can be traversed only by mule or on foot.

To the south of Manila there is a good road for about 150 miles, by which several good-sized (for the Philippines) towns are to be reached, and some fine scenery is to be seen. There is one place with springs, where the water is at 212 degrees, and another place where you can take a small boat and row four miles to an active volcano which in 1911 killed 1,700 people during an eruption.

Touring Points Are Limited

On the road to the volcano, however, there are eight miles in sore need of rebuilding and it is understood that the Public Works Bureau before referred to will soon give this section its attention. There is a fine road from Manila to a place up in the hills back of the city, Antipolo by name, which is situated at an elevation of about 1,000 feet. The distance is twenty miles and a motorcyclist can make the trip in an hour. These three directions are the only ones in which a motorcycle rider would be inclined to travel. There are hotels in some of the towns, but not in all; however, a tourist is better off where there is no hotel, for every town has at least one American resident, usually a school teacher, who will welcome a chance to entertain a stranger. A visitor is better than a letter from home, as the settler then has someone to talk to. If there happens to be no American in the town that does not indicate that the traveler will have to sleep out, for hospitality is a strong point with the natives. I have gone to towns where I didn't know a soul, where there was no American or other white person around, and without spending a cent got the best there was to be had.

I imagine a motorcyclist could in a week cover all the rideable roads on Luzon Island. Most of the trips could be made in two days' time. When you see one Filipino town you know what all the others look like, but it must be admitted that no two mountains are alike. The scenery on the islands, what there is of it, may be justly called fine. There is a rich country in the extreme southern end of Luzon, full of big towns, and I understand that most of the roads there are good ones. But as yet it is not possible to get there from Manila by motorcycle. There is another active volcano there, with a road completely around it. The mountain is 8,000 feet high.

About the Other Islands

The second island in size, Mindanao, is rather smaller than Luzon and I understand that it does not boast more than 100 miles of rideable roads for a motorcyclist. Out of the hundred miles the longest uninterrupted stretch is about twenty miles, Mindanao is two days' sail by steamer direct from Manila. Two other large islands, Cebu (somewhat smaller than the State of Delaware) has some good roads and a railroad, while the island of Panay (about the size of the State of Connecticut) has some passable roads and another railroad. These islands are well settled and rich, but up to the present time their roads have been neglected and until widespread improvements are taken up it would not be worth while for a motorcyclist to visit them, interesting as they are in general. Quite a few motorcycles are owned in these islands, but they are used mostly in commercial service or by messengers between the towns. It stands to reason that a tourist would quickly cover all the rideable roads if a machine were used simply for pleasure purposes.

Courtesy of Travel Magazine.

A Good Road Near Manila

The island of Negros, rather larger than Panay, also has some motorcycles, but like the other islands it is lacking in good roads. This is a rich sugar-producing island and we expect in the near future to learn that a systematic effort is being made to improve its roads. Another island, Samar, with an area of something over 5,000 square miles, is almost without rideable roads, although there are some motorcycles in the towns.

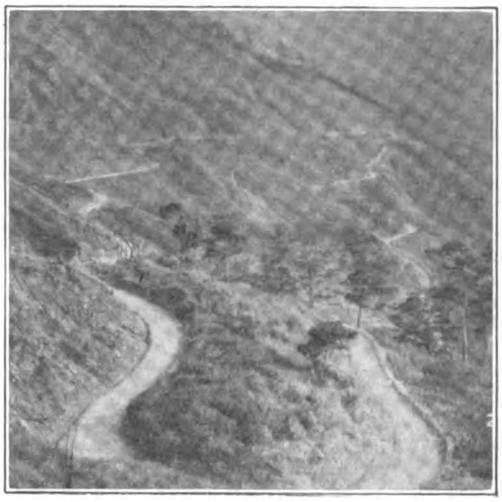
The repair shop proposition here is a problem Manila is the only place in the islands where a person would expect to find a good repair and even here I have been trying in vain to locate such a reliable establishment for the last three years. Most of the men in the so-called repair shops here would be better employed if handling picks and shovels, but they charge more for their services than a rider should pay for real repair work. There is a really clever repair man in Cebu City, but he goes away for weeks at a time and can't always be reached. So most of the motorcyclists here do their own repairing, unless they have serious trouble; then they buy new parts and do the best they can in that way.

Four Hundred Machines in All

There are about 400 motorcycles in the islands, most of them in Manila, and about 2,200 automobiles, so it will be seen that there is a fine field for a real mechanic. About 300 of the motorcycles are Indians, about 70 are F. N.'s and the others are about equally divided between twenty different makes. One of the dealers in Manila announces that he has taken the agency for the Harley-Davidson machines and that his first shipment is on the way.

Now that motorcycle tours around the world are becoming fairly common it is likely that more riders from the States will be seen in these parts, and they will certainly find much to interest them. If they can put up with the roads, they will probably feel repaid for a visit to Manila and to some of the smaller towns. The visitor will not need any winter clothing while here, as the temperature in the islands ranges from 60 to 99 degrees in the shade. The hot season is in May and the coolest in January. Although about 99 in the shade is the limit, during the really hot season every day is just about the limit. Still, so far as I know, no one has ever been sunstruck or overcome by the heat here.

Along about June the rains commence and by the middle of July the rainy season is on for fair. A motorcyclist cannot do any riding to amount to anything between July and October. It never rains in the United States like it rains here. When the rains really start they fall at the rate of about an inch in an hour, and they sometimes keep up for days at a time. The longest stretch of rainy weather I can recall was one of eleven days, and the heaviest rainfall I have seen was 37 inches in 48 hours, here in Manila. The clear days in the rainy season furnish the best riding, as the heavy rains wash all the mud and dust off the streets, whereas, during the dry season the water-wagons are kept going all the time and the streets are usually too slippery for pleasant riding.



"HAIRPIN" TURNS IN MANILA ROADS

R. Dixon, Manila, P. I., forwards the above photograph, depicting a scene typical of road conditions in the Philippines. Mr. Dixon calls attention to the grades, which although not as steep as some of the hills of that country, include the type of curve so difficult to negotiate on a motorcycle. Dixon recently completed a trip to Bontoc, an island town. On this trip he was forced to use a gear ratio of 8¼ to 1.

"We have an active club here," writes Mr. Dixon, "which takes advantage of the hills to hold many climbing contests. A hill-climb is now scheduled for which a lamp, won by the club for getting a certain number of F. A. M. members, is offered as the chief prize. The Manila club has more than 100 members."

MICHIGAN LAW INVALID

From H. K. Voss, of 1102 Egleston avenue, Kalamazoo, Mich., comes the announcement that the law governing the licensing of automobile and motorcycles has been found invalid. The law, which was passed in 1913, compelled owners of all motor vehicles in Michigan to pay fifty cents per h. p., at A. L. A. M. rating. The court demanded that all motorists who had purchased licenses on that basis be refunded everything over $3. Deputy Secretary of State Mills reports that accounts are now being straightened, and that refunds are being made rapidly. A fee of $3 is now charged for both motorcycles and automobiles.

FRESNO MEET ON MAY 17

Seven events will be run off on May 17 next, when the Fresno Motorcycle Dealers' Association will hold a race meet at the fairgrounds. The card includes a five-mile event for singles, three events for local riders, a free-for-all and two special events, one of which is for racing machines. Six hundred dollars in cash prizes will be awarded to the winners. A large number of entries have already been received.

STANDARDIZING THE CONTROLS

A Discussion of Methods by Which the Handling of a Motorcycle May be Simplified

By Murray Fahnestock

THAT reliability, power and speed have now been attained is evident, and the time has come for the perfection of other motorcycle details, such as comfort and ease of control. Aside from efficient springing and adequate power, ease of control is one of the most important factors in making a motorcycle pleasant to ride. Simplification, while a desirable feature, is not so important as complete and varied control. Safety is always a prime requisite and is probably the most important point of all. All control motions should be instinctive. It would seem desirable that the motorcycle should be under complete control without removing the hands from the handlebars, but for several practical reasons there are limitations to this ideal. The change speed lever is but seldom used, and so the complication involved by placing it on the handlebars is unnecessary. Also a more direct and accurate control is attained by fastening it to the top tube of the frame.

The best position for the clutch lever has been variously interpreted by motorcycle engineers. There is much to be said in favor of making it controllable from the handlebars as, in case of a skid, or when both hands are required for steering, it is then easy to release the clutch. At the same time, the side lever affords a more direct action and so a wider and more delicate range of control can be attained. This is also desirable when the clutch is to be set for a slipping drive. But the steady improvement in clutches, and the increased flexibility of the modern motors have made the requirements of clutch control less exacting. As pedals are eliminated and footboards come into use, it is probable that there will be an increasing tendency to control the clutch by means of a foot-pedal, as is the universal practice in automobile design. If such is the case, it would seem that the clutch lever or pedal should be located on the left-hand side so that the connection to the clutch may be as short and as direct as possible; the clutch always being placed on he left-hand side.

The Value of Standardization

The standardization of the clutch control, at the left-hand side, forms a basis for the standardization of the control system in its entirety. The standardization, in a general way, of motorcycle control systems would make it easier for the rider of any make of machine to ride another make, so that when a new motorcycle was purchased, it would be comparatively easy for the rider to become familiar with its control, and the possibility of accidents would be minimized. It would also be easier for the repair man or dealer to handle the various machines if the control systems were similiar. Having located the clutch control at the left, the logical place for the throttle control would seem to be the right-hand grip, so that the throttle may be gradually opened as the clutch is engaged, thus securing a smooth and even start. In connection with the throttle control of some machines, it might be well to place an auxiliary air lever on the handlebars, as it is impossible to obtain the maximum efficiency from some carbureters unless the auxiliary air valve is also opened as the throttle is opened. It is unmechanical to be compelled to reach down to adjust the air valve of the carbureter every time the speed of the motor is varied.

In connection with grip controls, it would seem advisable and comparatively easy for all makers to agree that turning the grips either outward or inward, it matters little which, will open the throttle and advance the spark. If the clutch is not controlled by the left-hand grip, then this would seem to be the logical place for the spark control. But the universal adoption of the magneto has rendered the importance of spark control much less than was formerly the case. For, as the magneto runs faster, the spark becomes of greater intensity, and fires the charge more quickly; thus, to a certain extent, it automatically advances the spark. For this reason, the spark lever can be satisfactorily located at the side of the tank, as it is only necessary to retard the spark for starting or for a hard pull over an exceptionally steep hill. It is possible that in the future the spark advance may be automatically controlled by a governor of some kind, incorporated in the magneto. This would relieve the rider of all responsibility in this direction and would make the control far simpler and easier.

Controlling the Magneto Cut-Out

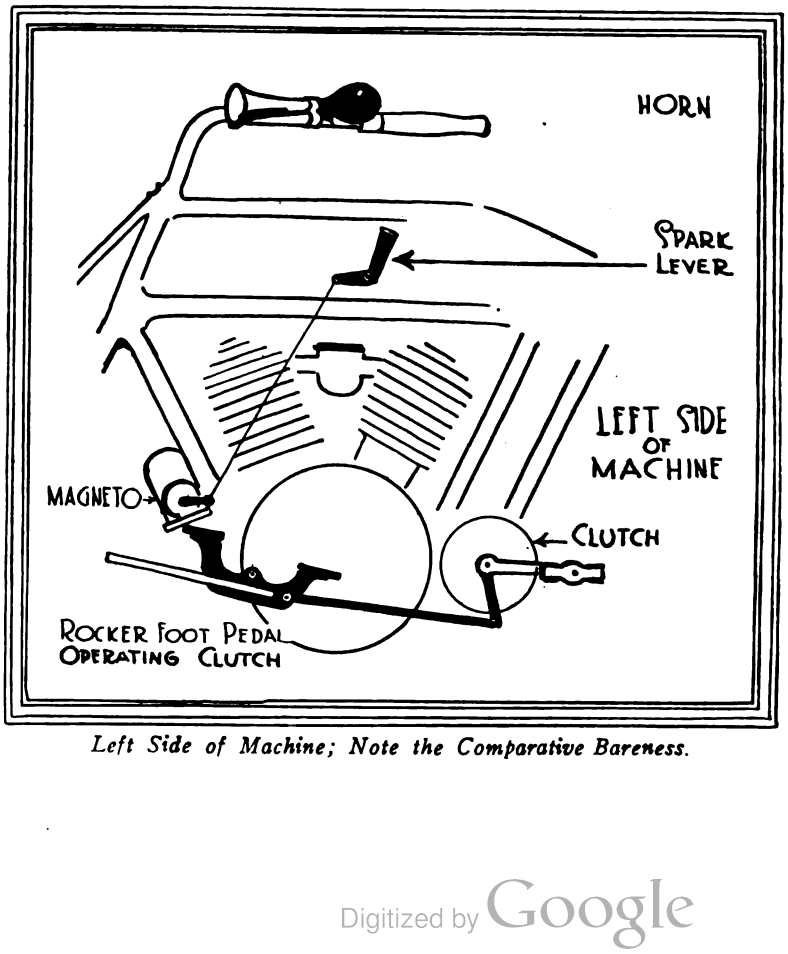
The use of the magneto cut-out is deemed detrimental to the motor by some manufacturers and is not fitted by them. It is undoubtedly true that severe strains can be, and often are, induced in all parts of the motor and transmission by abruptly switching the current on and off when the throttle is wide open and the spark advanced. But if a magneto cut-out is fitted, it should be placed adjacent to the right grip, unless the horn or whistle is fitted for foot operation, in which case the cut-out is best controlled by the left thumb.

The horn, or other signalling device, will generally be placed near the left grip, as the operation of the throttle by the right hand, is too important to be interfered with. Of course, an exhaust whistle may be conveniently operated by a foot pedal, if footboards are provided, but, if the rider habitually keeps his feet on the pedals, he will find it difficult to find a foot lever for blowing a horn, when desiring to sound a warning.

Valve Lifters and Decompressors

The use of the valve-lifter is required when starting the motor, but it also forms a convenient auxiliary means of controlling the motor, especially if actuated by a separate lever. The chief advantage in using the valve-lifter for a momentary slow-down lies in the fact that the setting of the spark and throttle levers is not disturbed and so the motor will quickly pick up speed again, when the valve-lifter is dropped. It may also be used as an effective brake, as most throttles are so adjusted that they will not shut off the gas altogether and so cannot be used for this purpose. On the other hand, if the speed is reduced by means of the valve-lifter, then the spark advance should be changed to meet the new conditions.

Decompressors will perhaps come into wider use as the necessity for traffic riding increases and riders demand a more easily controllable mount. Some motorcycles are hard to handle and make as much fuss in traffic as the proverbial bull in a china shop. If a decompressor is used, then the lever which controls it may be mounted on the motor.



Left Side of Machine; Note the Comparative Bareness.

The Matter of Brake Control

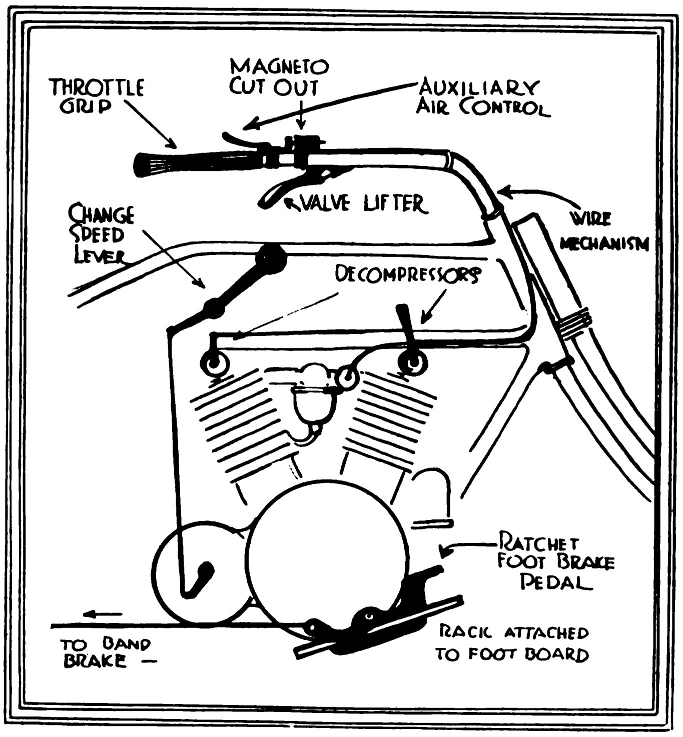
Last, but by no means least, is the question of brake control, certainty and ease of stopping being of far more importance than ease of starting. It is seldom that one has to make a quick start to get out of danger, but it is frequently necessary to be able to make a quick and sure stop in the interests of the public, the machine and the rider. As the rider becomes habituated to his machine, the control becomes a matter of reflex action and the simpler these actions are made the sooner they become instinctive and reflex. When an emergency arises, there is seldom time for reasoning out the course of action, but by practice the faculties of the rider become so accustomed to their duties that the proper actions are performed quickly and without hesitation. Long use of coaster brakes has accustomed many riders to back-pedalling for brake application, but the use of the coaster requires that the feet be kept on the pedals instead of on the more comfortable footrests. Coaster braking has the further disadvantage that unless the pedals are kept in a horizontal position, the effectiveness of the brake is greatly reduced.

Interconnection of Clutch and Brake

To make a sudden stop, it is necessary to disengage the clutch, so that it might be advisable to have the clutch and brake connected together, so that the application of the brake would disengage the clutch. But this system is only feasible when two brakes are provided. Because it is sometimes desirable to apply the brake gently without releasing the clutch. Also when starting on a hill, if only one brake were provided the motorcycle might have a tendency to start backward before the clutch could be engaged. · Careful adjustment might eliminate this, but clutches and brakes are seldom adjusted carefully by the average rider.

Another feature of brake control, which might be improved is the provision of a ratchet on one of the brakes, so that it would not be necessary for the rider to keep a constant tension on the brake lever when descending a long, steep hill.

I believe that the suggestions I have set forth are all practical and well worth considering.



Right Side, Showing Four Controls on Handlebar.

LATE BULLETINS FROM CANADA

TORONTO, Ont., March 9.—With the return of summer-like weather there is considerable activity in Canadian motorcycle circles. Several new clubs have been organized while others have been remodeled. The annual meeting of the London, Ont., club was held last week, and the following officers were elected: A. P. Stevens, president; W. G. Tite, vice-president; H. Beamish, secretary-treasurer, and J. Middletown, Earl Kipp and Percy Corbin were chosen members of the executive committee.

Toronto Motordrome Company

Motordromes, Limited, the newly organized company, which is to control the construction and operation of the quarter-mile board track at Toronto, is capitalized at $125,000. Its officers are: A. E. Humphrey, president; H. A. Marshall, vice-president; G. L. MacKay, secretary-treasurer; F. A. O. Johnston, financial director; G. I. Kreamer, general manager, and W. M. Gladish, advertising manager. The company has purchased a number of machines representing the Indian, Excelsior, Flying Merkel and Matchless. The track will have two surfaces, one for bicycle races and an upper course, sloped at an angle of 65 degrees, for motorcycle competition. The track will be opened with a series of three race meets on Saturday night, May 23, and the following Monday afternoon and evening.

A new club has been formed in Guelph, Ont., and has affiliated with the Canada Motorcyclists' Association. Its officers are: James Algie, president; P. T. Hawkins, secretary-treasurer, and Frank Kerr. chairman of the tours and reception committee.

Ottawa, Ont., the capital of Canada, has just organized its first motorcycle club, witb 25 members. Members of the club are planning a tour to Toronto in August. The round trip is 500 miles.

A club was recently formed at St. John, N. B., and is now affiliated with the Canadian Motorcyclists' Association. The enthusiasts of Victoria, B. C., are making arrangements for the organization of a motorcycle club.

By way of celebrating the King's birthday, June 3, the motorcycle club of Port Perry, Ont., is arranging to hold a race meet. Members of the Toronto and Wanderers clubs of Toronto will tour to Port Perry to participate in the meet. Another club which is planning a race meet is the Winnipeg (Man.) M. C. Its events are scheduled for May 23, and will be run on the Kirkland track.

The Calgary (Alta.) M. C. has launched a campaign to bring the 1914 convention of the C. M. A. Western division to Calgary.

W. M. Gladish is engineering the plans for the race meet, which will be a feature of the program for the annual convention of the Associated Ad-Clubs of America, which will be held in Toronto in June. The races will be staged on the Exhibition half-mile flat track under the auspices of the Toronto Ad-Club.

A two-speed Excelsior twin with sidecar recently attracted considerable interest while traveling through the streets of Toronto with eight passengers.

W. G. Beamish, a well known rider of Toronto, and a director of the Canadian Motorcyclists' Association, recently contracted to handle the Dayton in this territory.

The Ontario Motor League, the governing automobile association in the province, has already started its work of erecting 12,000 sign posts on the country highways. All of the posts are to be erected this season. The league is using motorcyclists for this work, and the first trip of inspection was made on March 31 by Charles Speers, a Toronto rider. He went to Guelph, 65 miles away, and reported that the roads were in terrible condition.

Joseph Golden, a Toronto rider, who recently returned from a 35,000-mile trip around the world, is now planning to participate in the races at the motordrome.

A UNIQUE SIDECAR

A wholesale butter firm of Toronto, Canada, has placed an order with A. W. Hampson, the local sidecar dealer, for a refrigerator sidecar of original design. The van is to include a compartment for ice while the body is to be built along the lines of a double-walled refrigerator. Hampson is also introducing a sidecar designed for attachment to bicycles which he believes will become popular among retail merchants.

ENGLAND VS. FRANCE

An interesting comparison of the number of motorcycles in use in the United Kingdom and in France was recently given in an English publication. The Britishers were credited with having 179,926 machines on the road, whereas the total number of motorcycles in France is only 30,000, fewer by 8,770 than were sold in England last year.

Four new Indians were recently added to the equipment of the police department of Springfield, Ohio. The department has used Indian machines exclusively for several years.

TRAILING A MOTORCYCLE THIEF

How a Racing Man's Nerve and Daring Helped Him to Recover His Machine

By Frank Hart

LATE in the summer of 1913 I was located in a bungalow at Lake Hopatcong, the well-known New Jersey resort, which is about 60 miles from New York City. As I went into the city each day for work, and was living about four miles from the railroad station in Jersey, it was my custom to ride my motorcycle to the station in the morning and leave it with the station master until I returned in the evening. Then I would have a pleasant spin out to our bungalow.

At the lake there lived next door to us a young man, who occupied a cottage alone. He also had a motorcycle, but it was a 1912 model with a stock 7 horsepower motor, while I had a 1913 model with a very fast motor. On many occasions this young man and myself would ride around the lake, and as he was quite a "speed bug" we would always have a brush before we returned home. I invariably won from him in these impromptu races, for my machine was in fine trim and besides I had a lot of actual racing experience behind me. My young friend knew nothing about my racing knowledge, and he was also ignorant of the fact that I had a picked motor. Therefore he was puzzled over my ability to throw the dust to him.

The Crack Machine Is Missing

On August 4 I awoke at 6 a. m. and began preparations to catch my train as usual, but upon looking out of the window I failed to see my motorcycle standing where I had left it the night before. When I went outside I discovered tracks which showed that my machine had been pushed away. I knew at once that I had trouble ahead of me, and after breakfast I telephoned to the office in New York and explained that I would not be in, as I was going out on the trail of my stolen machine.

Then I went to the cottage of the young man I have referred to and asked him if he had heard or seen anyone getting away with my motorcycle. He said that he had heard a motorcycle pass his place about 3 a. m., and advanced the theory that it was my machine he had heard. I begged him to lend me his motorcycle and he finally agreed, stipulating that I should pay for any damage I might cause. I agreed to this and started off, following the tracks, but they soon led to the State road, which is of asphalt, and of course the tracks were lost.

Then I returned to the house and sent notices of the theft to all the motorcycle journals, which they published, and, as you will learn later, it was this action that led to the recovery of my machine. On September 2, John Steele, Indian agent in Paterson, N. J., read in MOTORCYCLE ILLUSTRATED that my mount had been stolen and he made a note of the motor number for future reference. On September 4 a man walked into Mr. Steele's store and offered to sell him a motorcycle. Steele inquired about the price and the visitor stated that it was $150. The machine was out in front of the store and Steele went out and inspected it.

The Former Amateur Champion

The Trail Becomes Warm

Being thoroughly familiar with motors, Steele saw at once that the machine was not a stock model. He felt that it must belong to a racer and this led him to look at the motor number, which, by the way, had been changed from 88E998 to 83E081. The changing of the number was a botched job and Steele's suspicions were at once aroused. He asked the visitor where he had bought the motorcycle and he said that the machine belonged to his brother, and that he lived in Albany. Mr. Steele asked the stranger to sit down while he called up a man who might wish to buy the machine.

Then he promptly telephoned me, and I was so fully convinced that the machine was mine that I told Mr. Steele to state that I would buy it at the price mentioned. I also instructed him to obtain the fellow's address. This he did and it proved that the stranger lived at 191 Garden street, Jersey City. As soon as possible I started for Jersey City and headed for 191 Garden street. When I was ushered into the apartment I saw before me the young man who had occupied the cottage next to ours at Lake Hopatcong. He stated that he was very glad to see me, but he appeared to be nervous. I told him I had come to buy the motorcycle he had offered to sell to Mr. Steele. He at once explained that his brother had visited him and had taken the motorcycle back to Albany. There appeared to be nothing more to say on my part, so I left the house.

The Thief Makes a Bad Move

Going down to the corner I told a policeman that my motorcycle had been stolen and that I suspected the fellow I had just interviewed.

"Stick around a while and the chap may take a notion to go out and you can get a look at the machine," advised the bluecoat, and that is just what I did.

As I had ridden over on another machine I knew I would be able to follow my "friend" if he decided to take a ride, so I waited as patiently as possible. Finally he came out of the house and I followed him to a garage. I waited outside until I became nervous and finally went inside. The floor-man told me that the fellow I was trying to watch had just gone out with his motorcycle by a side door. I went after him and soon got close enough to recognize my machine. Riding up alongside I said: "Whose motorcycle are you riding?"

"Mine," he replied.

"Stop a moment," I requested, "I would like to look it over."

That evidently put him on his guard, for he opened the throttle and started to pull away from me. Knowing that he had a faster machine than the one I was riding, I decided that the only thing to do was to run him into something. As we swung into a cobblestone street we were doing close to 50 miles an hour, but as the fugitive was not a good rider he was having trouble in sticking to the saddle at that speed. I soon caught up to him and yelled: "If you don't stop I'll run you into something."

He replied to this threat by simply opening the throttle a little wider, and I saw that desperate measures were needed. Accordingly, I swung my front wheel over and ran him into the curb. He went down pretty hard, but jumped up unhurt and started to run. He did not get far, however, for he ran into the arms of a policeman. He was taken to headquarters and I telephoned the charge against him.

More Trouble in the Air

The police held the stolen motorcycle as evidence and the following day the thief was given a hearing. I was present and the judge explained to me that he could not impose a sentence, as the theft had not been committed in his county. He advised me to go to Sussex County (a 65-mile trip) and obtain a summons, and I did that without loss of time. When I returned with the summons the first judge sent the prisoner to Morristown, but he was later transferred to Newton, where the trial came up in November.

Three days after the sheriff had taken the young fellow over to Newton two men came to my house and stated that they were friends of the prisoner. They explained that he was really a pretty good kind of a chap, and that they were very anxious to get him out of the mess he was in. They asked me to drop the case against him and finally I agreed to do so if they would settle my expenses in connection with the case. I stated that $75 would be satisfactory and they jumped at my offer. In fact, they at once offered me $100. Then they produced a paper stating that for the $100 I was agreeing to drop the case against the prisoner.

A Narrow Escape

That did not look just right to me and I began to be suspicious. I refused to sign the paper in that form, but agreed to give them a receipt for the $100, stating that it was to settle my expenses. They finally accepted that and went away, after I had assured them that I would not prosecute the fellow who had taken my machine. Later my suspicions were confirmed and I learned that if I had signed the original paper I would have been compounding a felony and I might have found myself in jail. It was what you might call a pretty narrow escape.

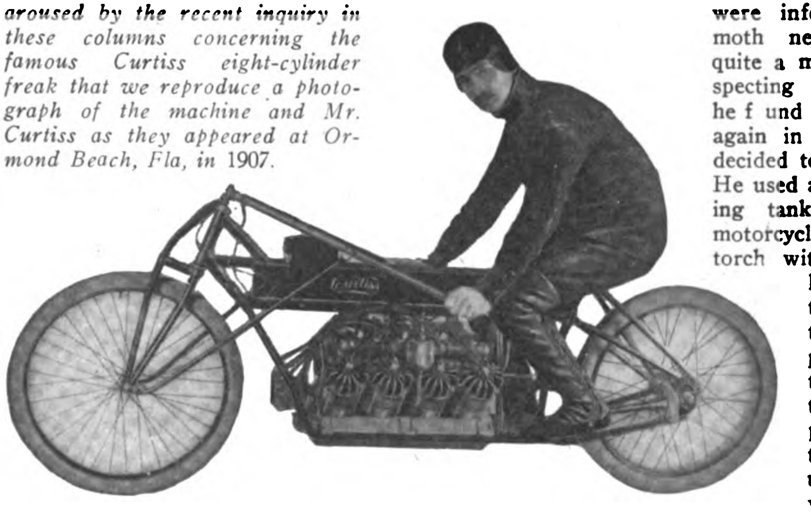
When the trial came up in Newton I was present, of course, but only as a witness for the State. On the stand all I said was that I had had my motorcycle stolen and that I had found it in the possession of the young chap who was on trial. He, on the other hand, still insisted that he had bought the machine for $100 from a fellow he had met on the road. The court found him guilty and fined him $200, which he paid.

Then his lawyer tried to have me held by the court for compounding a felony, and my receipt for the $100 was produced. The judge looked the receipt over very carefully and then threw the case out of court. The State gave me $35 for my services as a witness and the friends of the young chap had paid me $100, so I was $135 to the good and I had my motorcycle back in practically as good condition as when it was stolen.

Financially the case came out pretty well, but I woudn't care to go through it again, and I warn all motorcyclists to use a dependable lock of some kind. If you don't you may wake up some morning and find your machine gone, and you may not be lucky enough to get on the trail of the thief as I did.

THAT FAMOUS 8-CYLINDER FLYER

By Egbert Brown



So much interest has been aroused by the recent inquiry in these columns concerning the famous Curtiss eight-cylinder freak that we reproduce a photograph of the machine and Mr. Curtiss as they appeared at Ormond Beach, Fla, in 1907.

I NOTICE that considerable interest has been aroused by Mr. Philip G. Budd's request in a recent issue of your magazine for information concerning the Curtiss freak motorcycle, and as I am in possession of many facts relative to the machine I have decided to submit a letter.

As a starter Glenn H. Curtiss set what was considered a new world's record for single-cylinder machines at Providence, R. I., when he rode a mile in 56⅖ seconds. Soon after that he built a 5 horsepower twin motor with which he astonished the racing world again by riding 10 miles in 8 minutes 54⅖ seconds at Ormond Beach, Fla., January 28, 1904. This time was not bettered until 1911.

The Eight-Cylinder Monster

Not content with these demonstrations of his prowess Mr. Curtiss bolted an eight-cylinder motor in a motorcycle frame. This monster was fitted with an automobile tire in the rear and a motorcycle tire in front. The motor had been built for a Dr. Silverton, of Milwaukee, Wis., to be used in an experimental flying machine. Curtiss wished to test the motor before shipping it to Dr. Silverton, and as it was about time for the races of 1907 at Ormond Beach he shipped the machine there. In one of the memorable tests made at Ormond Curtiss drove the machine a mile in 26⅖ seconds, or at the rate of 137 miles an hour.

The motor generated 40 horsepower and used two carbureters, each one supplying four of the eight cylinders. The cylinders were set at 90 degrees and were of the two-piece design. They had a bore stroke of 3¼ inches. Jump spark ignition was used and an automatic oiling system was employed. The frame was light but very strong (trussed construction) and the power was transmitted to the rear wheel by shaft. The machine had air-cooling. Contrary to statements made in some quarters, no one but Mr. Curtiss ever rode the eight-cylinder machine in a test.

Four-Mile Course Was Needed

When the time of 26⅖ seconds was hung up at the Ormond Beach test Mr. Curtiss used a four-mile stretch. This allowed him two miles in which to reach top speed, one mile for the actual trial and one mile in which to stop. The vibration and wind pressure were so great during the dash that even Curtiss, seasoned as he was to handling all kinds of motors, experienced much difficulty in keeping the motorcycle under control. It is very interesting to note that the big machine had to be towed at the rate of 30 miles an hour before Curtiss dared to turn on the power, as he had no clutch. Had the power been thrown in with the machine traveling at a slow pace the strain would have been so great that the motor certainly would have torn itself from the frame.

From time to time questions arise concerning Glenn Curtiss and his connection with motorcycles, and I am glad to be able to give the information herewith. All that I have said is thoroughly reliable, and that is why I dislike to see haphazard statements made by folks who know very little about the machine under discussion.

KNIGHT LOSES THREE MACHINES

Secretary Gibson, of the F. A. M., reports the theft of three motorcycles from A. A. Knight, 1131 Olive street, St. Louis, Mo. Knight conducts an F. A. M. shop. The regular F. A. M. reward of $25 will be paid for the recovery of each machine. They were 1913 twin Excelsiors, the motor numbers of which are: 46,922, 45,699 and 45,091. In addition to the F. A. M. reward, Knight also offers a reward for information leading to the recovery of the machines.

HOW SWENSON DID IT

B. A. Swenson, the popular distributor of Indian motorcycles in Providence, R. I., claims absolute originality for the latest use to which he has put the motorcycle. Last year the pear trees in his yard were infested with gypsy moth nests, which were quite a menace. When inspecting his trees recently he found that the pests were again in evidence, and he decided to get rid of them. He used a Presto gas lighting tank, taken from a motorcycle, attached a small torch with a long rubber hose and then with the torch attached to an eight-foot pole he turned on the gas and lit the torch. He completed the job in two hours, having used gas to the value of 20 cents, and about one hundred large nests were brought down.

A PLEA FOR INSIDE POCKETS

Leslie Vandament, an experienced rider of Greencastle, Ind., submits a letter in which he makes a plea for a more serviceable riding coat. He argues that it is a mistake not to provide inside pockets in a motorcyclist's coat, as it is often necessary to carry papers, letters and a wallet. He also states that the outside pockets should be large and supplied with flaps so that articles can be prevented from jumping out as the rider spins along. "The maker would be wise," writes Mr. Vandament, "if he provided a flap with two buttons over each outside pocket. I believe every rider would appreciate this arrangement. I also think that the coat belt could be dispensed with. I find that it is not needed to keep the coat in trim, and it often gets caught in parts of the machine while I am making adjustments. In short, I consider it a nuisance.

"Here's my idea of a really serviceable coat for motorcyclists: Army collar, plain outside with two pockets having double button flaps, and two inside pockets."

PITMAN IS NEW YORK REFEREE

Will R. "Happy Days" Pitman, of Brooklyn, N. Y., has been appointed State Referee of New York by Chairman John L. Donovan, of the F. A. M. Competition Committee. Mr. Pitman also holds the honorary position of referee-at-large.

SOME TIMELY MECHANICAL KINKS

If You Apply Them Systematically They Will Help to Cut Down Repair Bills

By E. E. Butcher

MANY have been the motorcycle publications and corresponding literature, I have scanned, but not once have I seen in print, advice as to the beneficient results accruing to the motorcyclist through the use of shellac, and may I add bv way of advice that if one desires an air tight joint around a copper gasket they must use it. I learned this by experience.

Some three years since, I took down my twin engine for cleaning for the first time. I was intent in freeing the cylinders of carbon and bless my soul, I found plenty of it. I have often wondered whether I burned coal or gasoline previous to that period; but never mind, I carefully reassembled the twin.

Some one advised that I purchase new gaskets for the explosion head and intake valve dome; that is, if I really desired an air tight joint. I did. I was soon finished and as the engine ran well from the first kick of the pedals, I concluded all had been done perfectly. I felt joyous pride at the results obtained.

Three days later I started out on an afternoon's jaunt. After riding about twenty miles I was sure I felt rain drops on my face. "Can it be possible" thought I, "with a clear sky overhead." A glance earthward revealed the source of the shower. It was lubricating oil! It was oozing out of the intake valve dome and explosion head joint in generous quantities; and OH! my socks! and my trousers! and my shoes! and my machine!

No, kind reader, I did not attempt to fix it then and there. I pointed *that* two wheeler toward a town some 15 miles distant. Finally I located the agent; my difficulties needing no explanation being so apparent.

An Experiment with Shellac

I insisted however, that the agent listen to my story. He was a provincial-looking human with an air of great sincerity that called forth my admiration.

"Did you use shellac on them gaskets"? He inquired.

"Shellac!" I exclaimed in wonderment.

"How long would that junk last in the heat of an air cooled engine"?

"Till you take it down again," he replied.

"Bring the boat in here," he commanded.

He removed the explosion head and intake valve gaskets. After cleaning them thoroughly with gasoline he smeared on a fair quantity of thick orange shellac on both the gaskets and their seatings. Take it from me that engine did not leak one iota of oil from that time on.

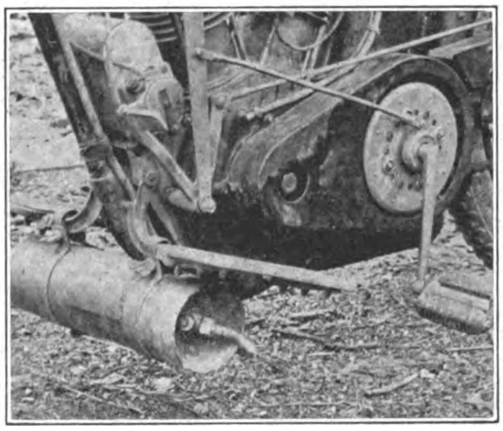
Shellac has the peculiar property of first softening under heat, and then becoming very hard; thus it spreads a film over two adjoining surfaces making an air tight joint which will hold to the last.

When an engine is taken down for overhauling and in the reassembly, shellac should always be used around the explosion head, priming cap and intake valve dome gaskets. It may even be used with success around the gaskets of spark plugs, and will help maintain compression. It will not bind the threads on a plug and may be smeared on with impunity. It should likewise be used around the cylinder bases before they are put in place, if an oil tight joint is desired.

I have witnessed one of my friends using valves closing properly, whereupon compression will disappear.

A friend of mine, so he relates, once put an over-amount of shellac on the explosion head gasket. It trickled down the cylinder red enamel at this joint with no results, when two cents worth of shellac would have effected the purpose.

Particular care must be taken not to allow the least particle of shellac to harden on the valves or their seatings. It will prevent the walls and finally seized the piston Oh! What a job he had in cleaning out the cylinders. So beware and take care.



How Butcher Carries His Gas Tank

I have taken several engines down in the past year, including my own twice, and shellac has effectually closed all joints and "oil sweating" has been conspicuous by its absence.

Diagnosing Carbureter Difficulty

My twin is equipped with the type of carburetor having a pilot jet. I have done considerable experimenting with this little necessity, and I believe I am becoming somewhat of an expert (??).

We have experienced several frosty nights of late, and the resultant changes of atmosphere required the air sleeve of the pilot to be closed down a trifle. In addition to this, and on suddenly opening throttle the motor would choke badly regardless of the air adjustment on the main carburetor. I was intent on removing this difficulty.

A close analysis of the situation solved the problem. Early in the summer, I had placed a new jet in the pilot, having an enlarged orifice, which at that particular time gave increased speed. With this jet the air sleeve could remain wide open, but it is now evident that an over-rich mixture was being fed. The warm summer however, vaporized it sufficiently to prevent misfiring, but the arrival of cold weather necessitated a reduction in the volume of air, giving a still richer mixture, causing misfiring.

I installed a new jet having a smaller orifice. This gave a leaner mixture and the misfiring disappeared, and likewise, the choking on opening the throttle.

The cause of the choking is now clearly evident. An over-rich mixture was constantly supplied by the auxiliary jet, and, on account of the slow rate of induction through the intake pipe at slow speeds, only the lighter portions of the vapor passed to the cylinder. The heavier portions, i.e.—globules of gasoline—would cling to the intake pipe, then when the throttle was suddenly opened the increased velocity through the intake would grab up these particles of unused gasoline, whirl them along with the new mixture making it over-rich and therefore the choking.

I am satisfied my diagnosis is correct, and as stated above, a proper mixture fed through the pilot jet eliminated the choking.

Locating the Presto Tank

I have wanted a Presto tank ever since purchasing my first motorcycle, but the unsightly impression it gave me when bolted above the gasoline tank or on the handle bars prevented the purchase.

I found a new position for it on my 1913 Indian twin, as the photograph will show, i.e.—under the footboards. You will note that it is completely out of the way, perfectly balanced, and puts the extra weight where it ought to be; down low.

In place of the clamp ordinarily used for fastening to the handle bars, I had two irons bent around the foot board extension braces; to these are bolted the regular presto tank clamps.

Several riders have predicted a nasty spill on rough going, but I have passed over some pretty rank and rutted roads and the tank has never bumped anything. You will note the tank is not quite as near to the earth as the muffler.

Finding Leaks in the Intake Pipes

I took down a friend's motor and reassembled it. After a few minutes running I decided to test the unions in the intake pipe leaks. I took the squirt gun (connected to the filler cap) and doused the joints with gasoline while the engine was running; it stopped. I tried it once more; again it stopped.

I was plentifully satisfied that the joint was not tight, for the gasoline sucked through the intake enriched the mixture to the point of choking the engine.

Unscrewing the nuts I made an examination. There were two slight nicks on the adjoining surfaces. A small file effectually removed these. After starting the engine I poured a tumbler of gasoline over the joint. As it did not affect the running I decided the joint was tight. Away with your soapsuds tests for leaks; give me a squirt gun and some gasoline.

Grinding Valves

I called on a friend who was grinding valves. I arrived a little too late. He had ground all but the stem away.

"Why so much?" I inquired.

"I'm looking for the continuous smooth line the books talk about," he replied.

"Forget it," said I.

He had ground off about five years of wear. I fear many of us are prone to overgrind, and unless the valve is fitted, it would be well to call an early halt.

Do not use the coarse powder except in cases of pitting; the fine powder is sufficient and don't over-do the job.

Another item apt to be overlooked is the valve springs. If the machine has been run three or four thousand miles, these should be renewed. The cost is small; a dollar will cover the whole bill, and the increased compression secured will balance the expenditure.

For Riders of New Machines

I fear riders of new machines do not watch their cones close enough. For the first 1500 miles these will need attention now and then, and should be taken up. This is not difficult on the wheel hubs, but for the clutch; you had better take it to your agent. Don't allow these to remain loose for long periods, as it will play havoc.

Keep your short chain drive fairly taut This will take away the disagreeable jerk from the engine and will prevent the chain from "whipping" and snapping when you suddenly open the throttle to climb a hill.

If you are of the same temperament as the writer of this article you prefer slow riding (but candidly you would not think of buying a machine that had a speed of less than 60 miles an hour), and with the above type of machine you employ the pilot jet alone at slow speed.

Up to this particular moment the pilot jet has worked perfectly, but suddenly the motor begins to misfire; then you reach down to adjust the air sleeve and you find that by cutting off the supply of air completely, the motor fires evenly but runs at reduced speed. Now when you arrive home, do not take down the entire motor because the trouble without a single doubt is a *partially clogged* jet in the pilot—methinks, if we could secure an "X-ray microscopic" view of the interior of the jet we would find a minute grain of sand wobbling about in front of the jet orifice, the pressure of the gasoline holding it there. Finally it becomes wedged and must be removed to effect perfect running.

Such has been my experience at six or eight different times. The difficulty is easily remedied; the small hexagon nut on the bottom of the pilot is unscrewed and a fine needle point forced up through the jet. Perfect explosions, with the air sleeve wide open, are then secured.

CLUB FORMED AT LIMA

Lima, Ohio.—At a recent meeting attended by about 25 motorcycle riders and dealers of this city the Lima Motorcycle Club was formed and the following officers were chosen: Charles Cleveland, president; Austin Dull, vice-president; Charles Schnell, secretary; John Guthrie, treasurer; Roy Brady, captain; Henry Kell and Charles Van Pelt, lieutenants. The officers, aside from the captain and lieutenants, with Lyle Cook and Dale Chenoweth, make up the board of directors.

GUARDING 'PHONE LINES

Fifty motorcycles are now being used by a telephone company in Chicago for guarding the lines against copper wire thieves. During the last month the thefts were reduced from an average of thirty to five, thanks to the motorcycle.

Kansas Clergymen Who Find a Sidecar Combination Handy. Item Below

THE SIDECAR MAKES ANOTHER FRIEND

Unusual interest attaches to the accompanying photograph in view of the fact that the motorcycle is being piloted by the Rev. Alexander E. Hawke, of St. John's Church, Parsons, Kan., while the bishop of the diocese, the Rt. Rev. Frank R. Millspaugh, is occupying the sidecar. Rector Hawke has been using the motorcycle outfit for some time past in connection with his parish duties, and when the Bishop visited Parsons recently he was invited to make a trip in the sidecar. He objected at first, but finally agreed, and then was so favorably impressed by his ride that he left the passenger attachment with reluctance.

WANT THE UNION LABEL

At a recent meeting of the Schenectady (N. Y.) Motorcycle Club the following resolution was adopted: "Whereas, a majority of the members of the Schenectady Motorcycle Club are strongly in favor of organized labor, and as we have noted that all the printed matter of the F. A. M. does not show the union label, therefore

"Be it resolved, that the members of the Schenectady club desire to have all the printed matter of the F. A. M. printed in a union shop and that the printers' union label be placed thereon."

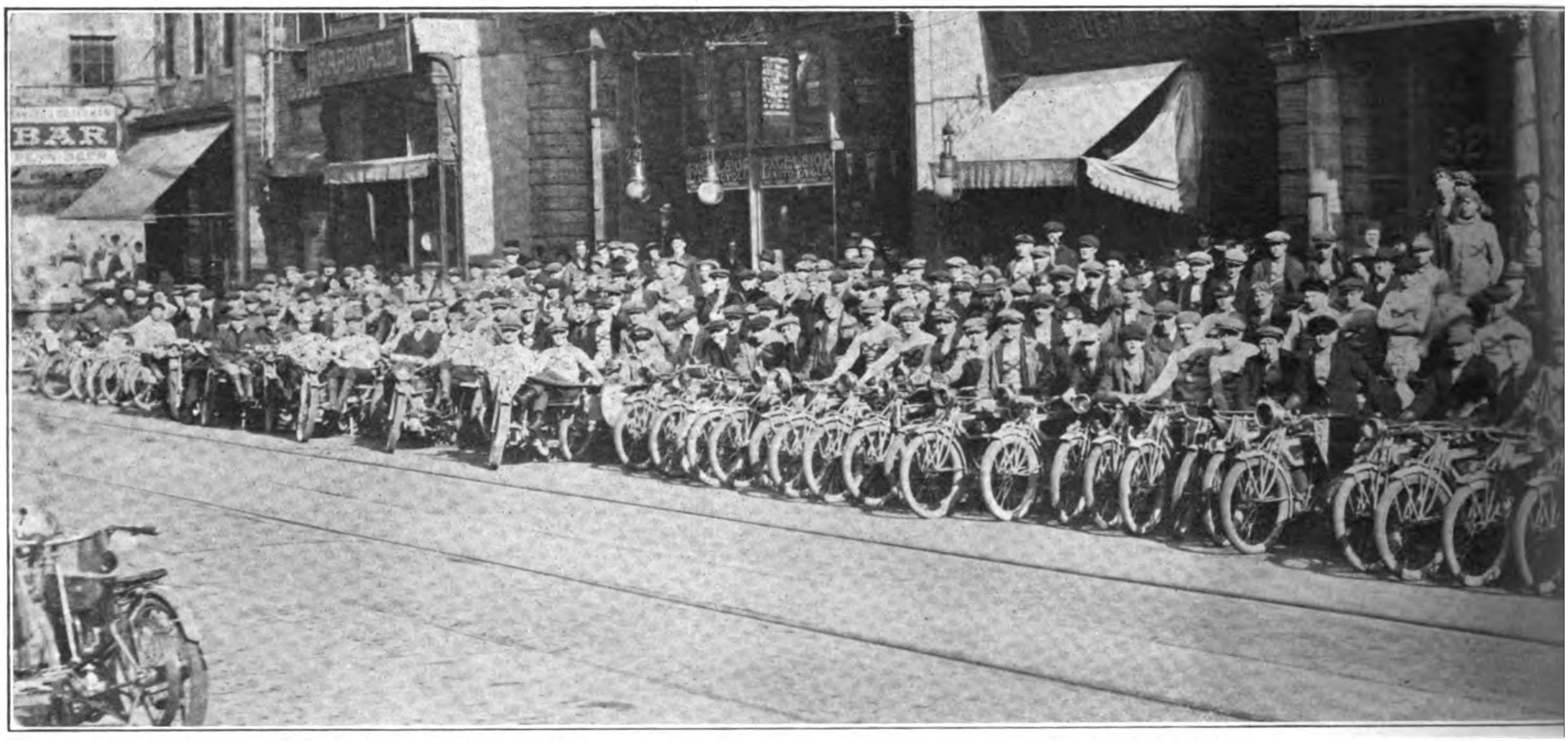
The club states that this resolution has the endorsement of State Commissioner John A. Hall, and that information received from other sources leads to the belief that the use of the union label would meet with the general approbation of Federation riders throughout the state.

PLANNING ANNUAL RUN

The contest committee of the Newark Motorcycle Club, Newark, N. J., is working on plans for the annual spring run to be held in May. The turning point will be Allentown, Pa., the same as last year, but a different route will be followed. The course to be pursued this year will pass through Trenton, N. J. The committee reports that a 22-mile an hour schedule will be maintained. The club is also planning an economy run to be held over a fifty-mile course in March.

How Sidecar Enthusiasts of Toledo, Ohio, Spent Their Winter Days.

A Record-Breaking and Impressive Lineup of Excelsiorit



The Photograph Was Taken Just Before the Riders Started on a Run to Atlantic City on Easter Sunday

UNUSUAL interest attaches to the impressive lineup of Excelsior riders shown above, and continued on the opposite page. In the first place, the photographs present one of the largest gatherings of motorcyclists on record in the Eastern States, and secondly they were brought together by one of the most ingenious and progressive schemes ever devised by a distributing house. The Haverford Cycle Co., distributors of the Excelsior machines, realized that there was a very large squad of Excelsiorites in Philadelphia, but it had experienced difficulty in getting them together at one time.

Finally it was announced that every Excelsior rider who reported at the Haverford headquarters at 7 o'clock Easter Sunday morning, ready for a run to Atlantic City, would be presented with a $4 jersey. It was explained that the riders should send in their names and addresses and the size of jersey needed in advance so that the garments could be ready when the boys appeared for the run. By Friday, April 10, the date when the list was supposed to be closed, the Haverford company had 410 communications from riders, giving names and addresses and sizes. Arrangements were at once made for 410 jerseys, but applications continued to come in and the Haverford company gave all the late comers checks which entitled them to jerseys as soon as the latter could be procured.

At 8 o'clock on Easter Sunday morning there was a record-breaking crowd of riders in front of the Haverford headquarters. As many as could be accommodated were lined up for the photograph and at least 200 others were left out because the police would not permit the Haverford folks to block traffic by doubling up the battery of machines. Practically all of those who are seen standing in the rear of the motorcycles are also riders. They were obliged to leave their machines out of the picture because of lack of room.

When the photograph had been taken the riders were lined up in big squads for the run to Atlantic City. They arrived there without mishap and were warmly welcomed at the Atlantic City headquarters of the Haverford company. So painstakingly were all the details of the outing arranged for by President Max Sladkin, of the Haverford company, and his corps of energetic assistants that the entire program was carried through without a hitch.

NEW CLEVELAND SQUAD

Cleveland, April 10.—On Monday night the Algonquin Pleasure Club, an organization of West Side riders, informally began its career by electing officers and holding a preliminary social meeting. The election resulted as follows: G. O. Ellison, president; Herman Sill, secretary and treasurer; George Creadon and W. P. Roche, directors.

The club now occupies two rooms above the Yale-Merkel-Henderson salesrooms at 4506 Detroit avenue. The rooms have been nicely fitted, including a player piano, and it is planned to gradually increase the club's quarters, with the expanding membership. The membership has now passed 15 and the limit has been placed at 25. Initiation dues are $10, and monthly assessments $1. Weekly social meetings and bi-weekly runs will feature the programme of the new organization. Anything that savors of competition will not be sanctioned by the new Algonquin Pleasure Club.

GALE JOINS THE F. A. M. BOARD OF DIRECTORS

M. E. GALE, long known to followers of motorcycle affairs as a fearless roadster and a consistent booster of F. A. M. interests, has been appointed a member of the Federation Board of Directors, his territory being the North Atlantic District. Mr. Gale succeeds Dr. J. P. Thornley in the Board.

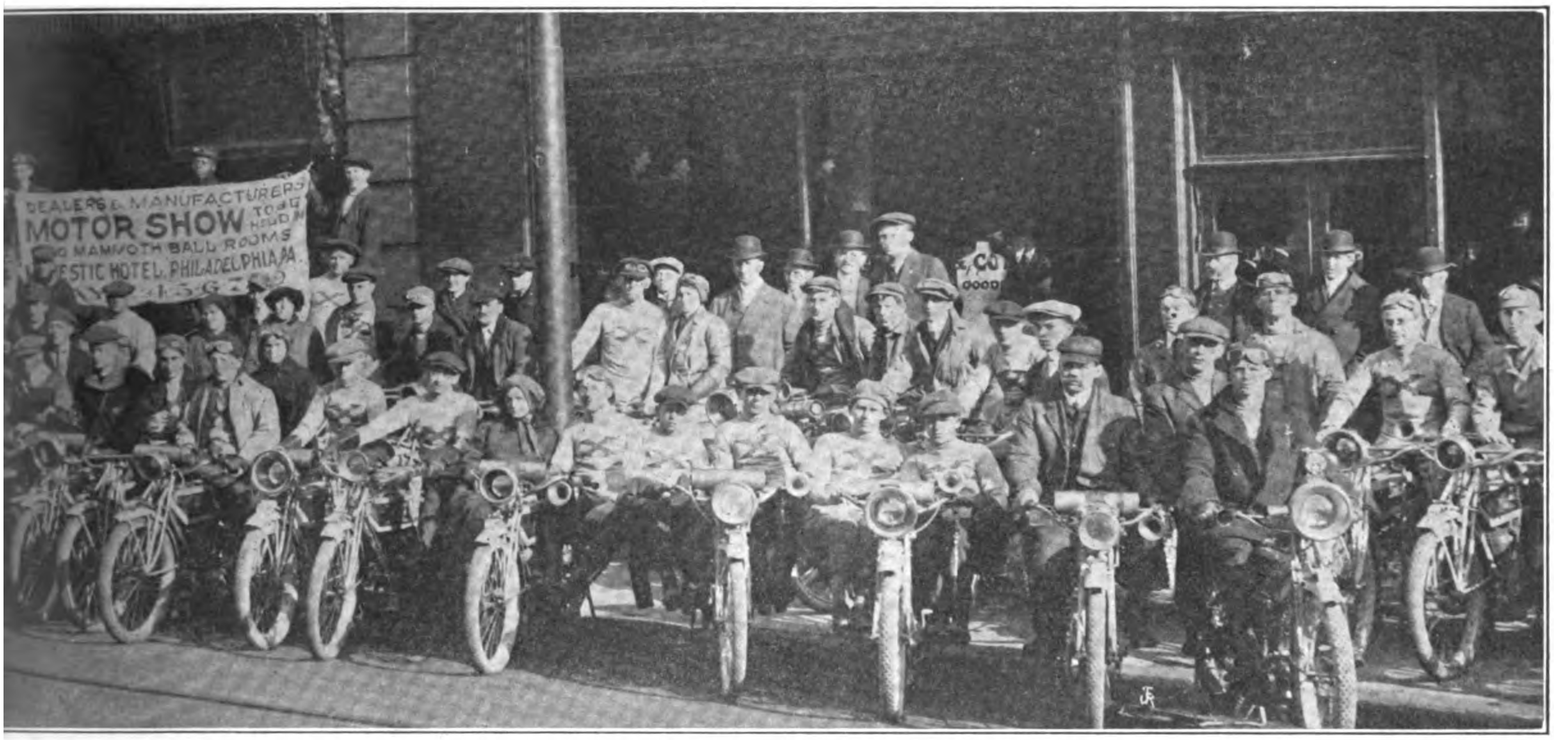
M. E. Gale

All who know the Angola enthusiast will admit that he is one of the most valuable "finds" made of late by the F. A. M. For years past he has been riding throughout the East and Middle West and he has one successful transcontinental journey to his credit. On this cross-country trip Gale used his now famous sociable side-seat and was accompanied by Mrs. Gale, who no doubt holds the mileage record among women motorcyclists of this country. In addition to being a very capable roadster Gale is a keen observer, a philosopher by nature and a whole-hearted lover of all outdoors. He makes friends easily and holds them. And modesty is his long suit.

In a recent letter Director Gale requests that riders throughout the North Atlantic District advise him as to their needs and their opinions relative to prospective legislation in order that he may serve them to the best of his ability. Communications should be addressed to him at Angola, N. Y.

It is expected that 200 riders will participate in the first spring run of the Bay State M. C., of Boston, which is scheduled for April 19.

io Were Guests of the Haverford Cycle Company



About Two Hundred Motorcycles Were Crowded Out of the Picture, But Their Riders Appear in the Background

PHOENIX 100-MILE RACE GOES TO JOHNS

PHOENIX, ARIZ.—The big crowd of racing fans that turned out to witness the 100-mile grind on the mile track here on April 5 were amply repaid for their display of enthusiasm. Don Johns jumped the field with his Excelsior almost at the start and was never in danger thereafter, although a broken valve in his ninety-second mile caused him some anxiety and forced him to finish the race on one cylinder. Had not Johns managed to obtain such a substantial lead in the early stages the damaged valve would have cost him the race, as he was unable to make better time than a mile in two minutes for the last eight circuits of the track, running on one cylinder. Johns' time was 1 hour 36 minutes 50⅖ seconds for the 100 miles.

The "dark horse" of the race proved to be Frank Sellner, a Phoenix rider, who mounted a Flying Merkel. Sellner was rated as little more than a novice, but he pulled up to within two miles of Don Johns at the finish and rode a clever and consistent race throughout. Sellner captured second place, and Ben Rudderow, riding an Indian, finished in third position. John Berg, Harley-Davidson, was fourth.

W. K. Elliott, of the Excelsior team, sustained a broken arm and a fractured knee in a spectacular spill and E. G. Baker, the veteran Indian speedster narrowly escaped making a second hospital case. Just as Baker was preparing to make his usual sensational sprint after the leader his rear tire blew out, wrapped around the axle and whaled him across the kidneys viciously until he was able to bring his mount to a stop. The rough treatment he received from the tire, combined with the general strain of the race, led him to retire from the contest without attempting to put on a new casing.

There were eleven starters in the race as follows: Don Johns, Excelsior; Frank Sellner, Flying Merkel; Ben Rudderow, Indian; John Berg, Harley-Davidson; E. G. Baker, Indian; Harry Crandall, Flying Merkel; W. K. Elliott, Excelsior; Frank Grenholf, Excelsior; Lorenzo Biodo, Indian; Frank Allbright, Flying Merkel; E. R. Highfill, Flying Merkel.

The race, which was considered a big success, was promoted by the Phoenix Motorcycle Club.

WHEELING ROAD RACE

Wheeling, W. Va.—The Wheeling Motorcycle Club will hold its first annual road race on Decoration Day over a 42-mile course, extending from Wheeling to Short Creek, to West Liberty, to West Alexander and return to Wheeling over the National Pike. Five prizes are offered, as follows: First, $50 in cash; second, $30 in cash; third, $15 in cash; fourth, a ten-dollar motorcycle tire donated by Herman Frederick, and fifth, $5 in cash.

The contest will be known as the Wheeling Intelligencer race and will be fully in charge of the Wheeling M. C. The club has already obtained right of way through all the towns on the line of the race. The event will be held under an F. A. M. sanction. Machines entry fee, one dollar.

PEORIANS BOOSTING

"If enterprise and whole-hearted boosting avail anything Peoria will be the scene of the next F. A. M. convention," writes Felix Van Cleef, of Van Cleef Brothers, Chicago, manufacturers of the popular Dutch brand of motorcycle accessories. The accessory traveler writes that every dealer and rider in the city is an enthusiastic booster. In addition to working themselves the dealers enlist the support of every traveling salesman who calls upon them. Each traveler is given blank forms of petition upon which he is expected to get names of motorcyclists along his route who favor Peoria as the convention city. Van Cleef writes that with such boosting, the famous track and excellent hotel accommodations Peoria deserves serious consideration.

FUNKE GOING TO ENGLAND

Herbert F. L. Funke, of the H. F. L. Funke Co., U. S. representatives for Coventry chains, leaves for England on the *Olympic* Saturday. The principal object of Mr. Funke's journey abroad is to arrange for the delivery of at least a million and a half feet of Coventry chains annually, and also to secure a larger supply of Brown & Barlow carbureters. Mr. Funke has been wonderfully successful in handling these two and other English lines, and he is determined that the volume of his business shall not be limited in any way because of inability to supply the rapidly increasing demand.

AN IMPRESSIVE TRIBUTE

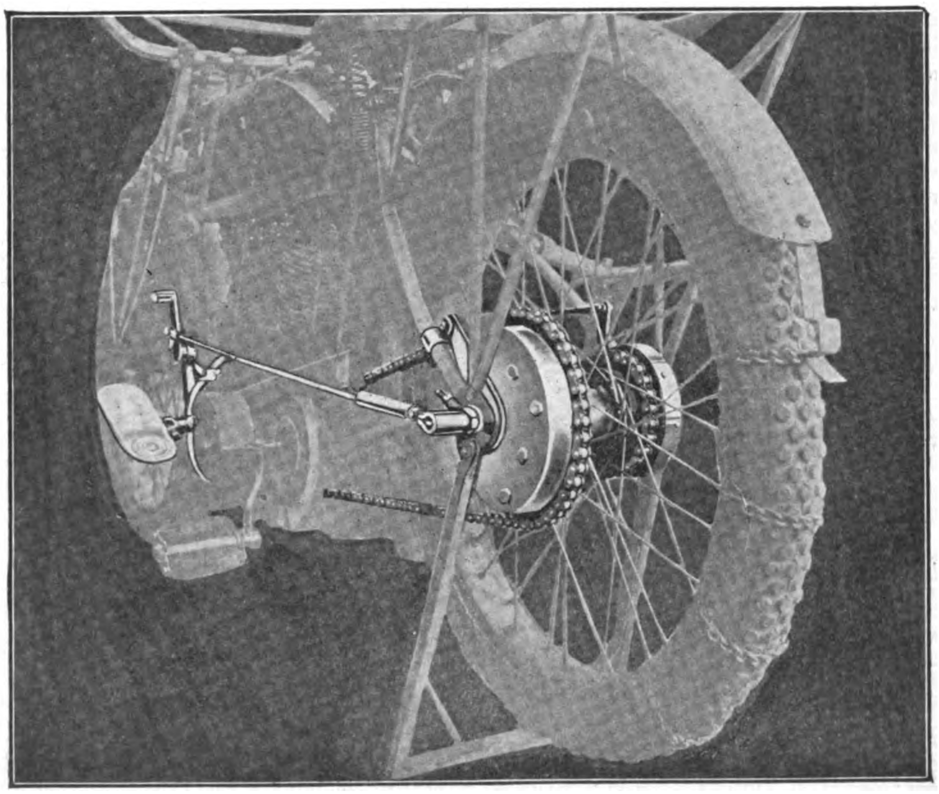
One of the most impressive testimonials on record in motor trade circles has been presented to Col. George Pope in the form of a leatherbound book containing 1,000 congratulatory letters from friends in the automobile industry. Col. Pope celebrated his seventieth birthday on January 9 and since that date a committee of the National Automobile Chamber of Commerce has been at work collecting the 1,000 letters.

A 300-mile week-end run to Phoenix was recently made by members of the newly-organized Tucson (Ariz.) Motorcycle Club.

ECLIPSE

No motorcycle fitment that we can call to mind has received such unanimous approval as the Eclipse Two-Speed. Its simple, positive action, its reliability, its convenience of operation, have won the admiration of ALL. Don't take our word for it.

Ask the Dealer



Ask the Dealer

ECLIPSE MACHINE CO., ELMIRA, N. Y.

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J. LEO SAUER *President*
H. N. CONDICT *Secretary*

Western Representative
H. G. JACOBS
903 First National Bank Building, Chicago.

MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY—SECOND APRIL NUMBER—APRIL 16, 1914

VETERANS WARMING UP

MOTORCYCLE ILLUSTRATED having put in concrete form the proposition to conduct an endurance run for "veterans," our Chicago contemporary hastens to claim "prior rights" to the suggestion. Aside from the fact that, if it considered the plan a good one, the Chicago paper should have pushed it to completion, we are decidedly of the opinion that it is quite silly to waste any time discussing "who got there first." It makes absolutely no difference to us; on the contrary, it is a pleasure to learn that our western contemporary thinks well enough of the idea to revive it, and that we may expect its co-operation to the end of making the affair a big success.

As an example of the kind of communications our suggestion has prompted, we received one this morning, from C. L. Waters, of the Motorcycle Equipment Company, as follows:

"The writer started for the first F. A. M. Maryland endurance run, but reached there too late to ride in it. My partner, Glenn Curtis, went through. We started in the second annual run, from Waltham to New York City, and finished, on twin cylinder machines, with perfect marks. These two at Waltham were the first double-cylinder motorcycles to enter in any endurance run. You may enter my name as a competitor in 'Heinie' Roberts' run for old-timers."

No Scarcity of "Eligibles"

Since publishing a partial list of "eligibles" in the first April number of MOTORCYCLE ILLUSTRATED, the names of scores of others have come to mind. The proposal has really aroused a lot of enthusiasm among the "veterans" and it is safe to say that among the proudest tradesmen next summer will be the two who will win the cups offered respectively by Heinie Roberts and this journal.

It will be necessary to temporarily suspend parts of the F. A. M. rules in order to do away with certain technicalities, but we feel confident that the F. A. M. Competition Committee, through Chairman Donovan, appreciating the unique conditions attaching to this event, will be glad to cooperate. We are writing to Mr. Donovan, requesting that he take the matter up with his committee and also suggesting that he appoint A. B. Coffman to take the matter in charge and make the necessary arrangements.

Prospective entrants are requested to send in their entries either to this journal or to H. T. Roberts, 418 Grant avenue, Chicago.

A HINT FOR DEALERS

SEVERAL announcements in this issue from motorcycle factories that are operating on overtime schedules will no doubt bring an I-told-you-so smile to the faces of those who predicted that 1914 would begin to break records before the riding season was under way.

STATEMENT OF OWNERSHIP AND MANAGEMENT

of MOTORCYCLE ILLUSTRATED, published Bi-weekly, at New York, N. Y., required by the Act of August 24, 1912.

Name of Editor, J. Leo Sauer; Post-Office Address, 50 Morningside Ave., New York.

Managing Editor, J. Leo Sauer, 50 Morningside Ave., New York.

Business Managers, J. Leo Sauer, New York, and N. H. Condict, East Orange, N. J.

Publishers, The Motorcycle Publishing Co., Incorporated, of New York, 51 Chambers St., New York, N. Y.

Owners, The Motorcycle Publishing Co., 51 Chambers St., New York, N. Y.

Owners: (If a corporation, give names and addresses of stockholders holding 1 per cent. or more of total amount of stock).

J. Leo Sauer, New York City	**27 shares**
H. N. Condict, East Orange, N. J.	**21 shares**
John J. Donovan, New York	**1 share**
Harry G. Jaccbs, Chicago	**1 share**

Known bondholders, mortgagees, and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities: None.

THE MOTORCYCLE PUBLISHING CO.,
H. N. Condict, Secretary.

Sworn to and subscribed before me this 26th day of March, 1914.

[Seal] NETTIE L. HOLBERG,
Notary Public in New York County.

Certificate filed in Kings County; New York County Clerk's No., 1777; New York Register No., 5813; Kings County Register No., 7468.

(My commission expires March 30th, 1915.)

THE CAMPAIGN AT ALBANY

ELSEWHERE in this issue we publish Alex. Schwalbach's story of the fight he waged in Albany against unfavorable motorcycle legislation. His review is interesting in that it helps to give one an idea of the numerous obstacles to be overcome and the hard and intelligent work that is necessary in order to successfully fight either for or against any particular piece of legislation.

New York is one of the few States in the Union in which the operation of motorcycles is not regulated, nor their owners licensed. This is by no means because of any serious opposition, at least not lately, on the part of the riders themselves. Furthermore, there is a disposition on the part of the legislators to enact some sort of a motorcycle law, but until they voted favorably, at the close of the 1914 session, on the Ormrod bill, practically every measure considered by the State solons was decidedly unfavorable to the interests of the trade and the riders of this State. As explained by Mr. Schwalbach in his article, the Ormrod bill would have been approved were it not for the fact that it was faultily drawn. Under the circumstances, Governor Glynn had nothing else to do but to veto the measure.

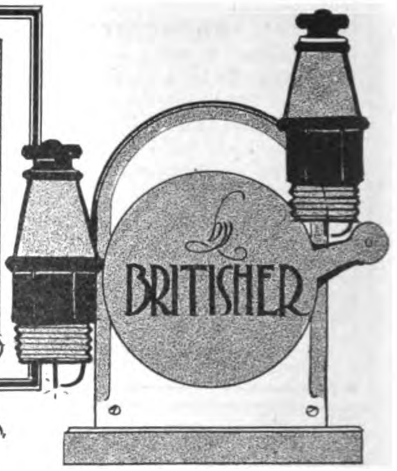
Outlook Is Encouraging

However, in view of the fact that the Ormrod bill passed both houses, it is safe to assume that it will not be a difficult matter to bring about the enactment of a good law at the next regular session. It will not be possible to do anything at the special session about to convene, as that has been called exclusively to consider financial legislation.

Therefore, the situation is just as it was. The defeat of a three-dollar license measure means a saving of approximately $50,000 this year to New York State motorcyclists. Consequently, although a measure which would have met with favor on the part of the riders in this State failed of passage, they have gained materially as a result of the efforts of Mr. Schwalbach, who represented this journal in one of the hardest campaigns ever fought to protect motorcycle riders from the effects of unreasonable regulations, licenses and penalties.

While the State situation remains unchanged it is certain that something has been gained through acquainting the lawmakers with motorcycle requirements, and that the influence thus created will ultimately bring out a satisfactory bill is practically assured.

ENGLISH NOTES



by BRITISHER

THE 1914 Bat bids fair to be the most popular solo twin on our English roads. It is made in six models to suit all tastes. You may choose between a 6 h. (76 by 85 mm.) or an 8 h. (85 mm. by 85 mm.) engine, and take your choice of three transmissions. If you are a speed merchant pure and simple, you will plump for the straight-through belt drive and a three-speed hub; as these engines make light of a 3 to 1 gear, you can use a 6-in. front pulley and an 18-in. rear belt-rim, which will eliminate belt troubles.

If you fancy the two-step drive, you may vote for an enclosed front chain inside a neat cast aluminum oil-bath cover, with an 8-in. countershaft pulley and final belt: if you have a wife or a sweetheart, you may prefer an all-chain drive, when you can have a two-speed gearbox amidships a la Indian. In any case you'll get a dustproof gray enamel finish, streamline torpedo tank, and hook-end grips, which prevent your fingers slipping off in a speedburst. If you are elderly and sensitive, you can get the saddle and footrests hung on springs off a rigid frame, leaving the tail part of the jigger solid and stable.

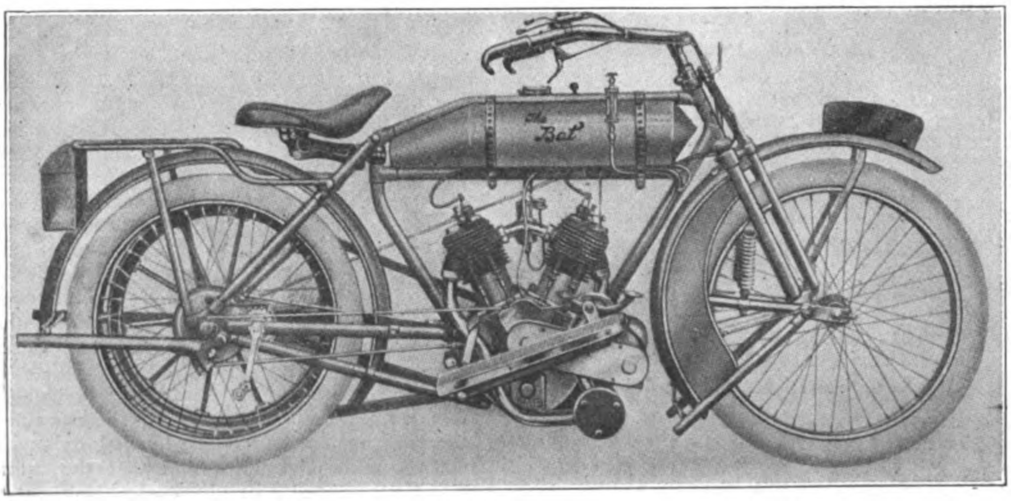
The Tail Lamp Question.

British motorists are still under the incubus of a motor act passed in 1903, which until recently was interpreted as releasing all motorcycles from the need of carrying a tail lamp. The other day a decision of a divisional court penalized a motorcyclist for the absence of a tail lamp, and as such a decision has the force of a precedent throughout the country, our accessory dealers hastily rushed all kinds of flimsy tail lamps—oil, acetylene and electric—on to the market. The local government board has now passed an amending order, under which no motorcycle need show a tail lamp, though county by-laws in some districts compel all vehicles from a perambulator to a coach and horses, to show a red reflex mirror during the hours of darkness. The same order compels all three-wheeled cycles to show a tail lamp.

The Connaught Two-Stroke.

The Connaught two-stroke two-speeder can claim to have conferred a real benefit on the industry. Prior to its introduction, the two-stroke brigade were woeful sinners in respect of oil consumption. They wasted as much lubricant in a hundred-mile run as would last a self-respecting four-stroke for ten times that distance, and the resultant carbon deposits enhanced their existing overheating propensities, and furred up the ports with black filth. Then the Connaught people conceived the simple notion of mixing the oil with the gasoline, as was done on power boats in America ten years ago. They fitted a draincock to their oil tanks in lieu of a pump and feedpipe, and gave you a little tin measure to dose off the oil with.

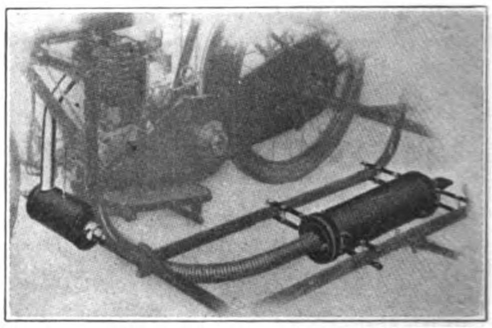
The Clyno people have now gone one better by retaining the pump and leading the feedpipe into the gasoline tank, thus dispensing with a loose measure. The revival is of course possible because all our two-stroke engines compress their explosive mixture in the crankcase, so that the gasoline vapor penetrates into all the bearings, carrying the lubricant with it. There is no saner lubrication system on earth, for it copes with that bugbear of automatic oilers, the need of supplying a lot of oil when the engine is pounding uphill on full throttle, and a little oil when the engine is running dead light on the flat at the very same number of revolutions.



The 1914 Bat, a Popular English Solo Twin.

Some Ariel Fitments.

The three-speed hub has killed the two-speed gear so far as small engined jiggers are concerned in this country. Of course a 7-9 h. twin so seldom asks for a gear change that a two-speed gear suits it well enough, but as the 500cc. engine is the favorite over here three speeds are all the rage. Very few of our makers have yet devised compact and serviceable three-speed gears for that ideal countershaft position, which leaves the rear wheel light and accessible, but the Ariel people are in plenty of time with theirs. It fits beneath a neat bracket between the saddel tube and the rear mudguard, and is friction held by four stout nuts and bolts against double slots, so that movement is impossible except when the owner slacks round with a spanner to adjust his forechain.

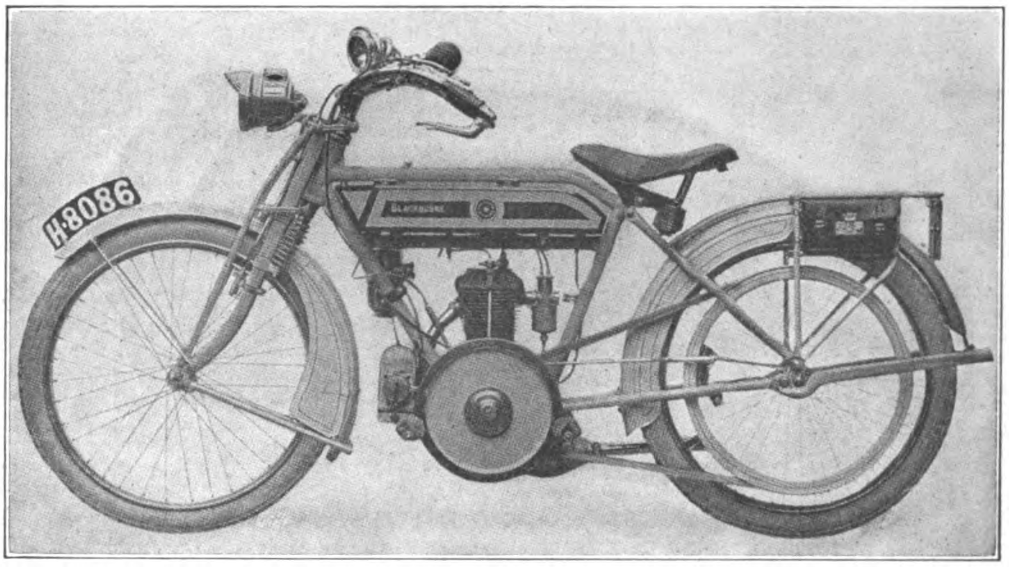


An Auxiliary Muffler for Use With a Sidecar.

There is a complete absence of top hamper—no magnetos or oil-tanks are allowed to overhang it, and obstruct greasing or chain adjusting. The gear ratios standard are 5¼, 8½ and 16 to 1, which, in conjunction with a very high-speed engine, have proved ideal for sidecar and solo work; the low gear of 16 to 1 enables the outfit to start up on any grade, and to climb trees if desired. At the far side is a single-plate clutch with cork inserts and a kick starter. A 50% reduction on the chain permits the rear belt to take its drive off an 8 in. pulley, and belt troubles are literally non-existent.

An Auxiliary Muffler.

Many of our clubmen are very keen on a modern refinement which enables a sidecar driver to whisper sweet nothings into the ear of a fair passenger. On a solo bike we all like to hear a crisp bark, betokening sharp engine



The Blackburn, Built for Long Service.

tune, echoing away behind us into the far distance; but when the sidecar is on, and She is in it, our thoughts turn eagerly to the possibilities of conversation, and the ample width of the sidecar chassis suggests that there is space for a more efficient muffler.

Some of our more refined designers, among whom the James ranks high, have seized upon this hint. The bicycle silencer terminates in a stub emission pipe with a screw-thread cut on it. The sidecar chassis carries an auxiliary muffler, and part of the kit takes the form of a flexible metal connection whereby the two may be coupled up. See sketch.

The Blackburn.

I fancy the Blackburn would receive a short shrift from the American public, where a short life and a merry one appears to be the motorcyclists' motto, but I illustrate and describe it as an instance of how fashions vary in different continents. It is acquiring a distinct vogue in this country because it will run many, many thousands of miles without attention. Its low compression engine and big external flywheel enable it to start very easily and to run as slowly as four miles an hour with perfect smoothness. The flywheel design permits of a solid crankshaft of enormous diameter, coupled with a very long and substantial big-end bearing, which can be unbolted and adjusted by removing packing skims and scraping—a job any smart amateur mechanic can perform for himself.

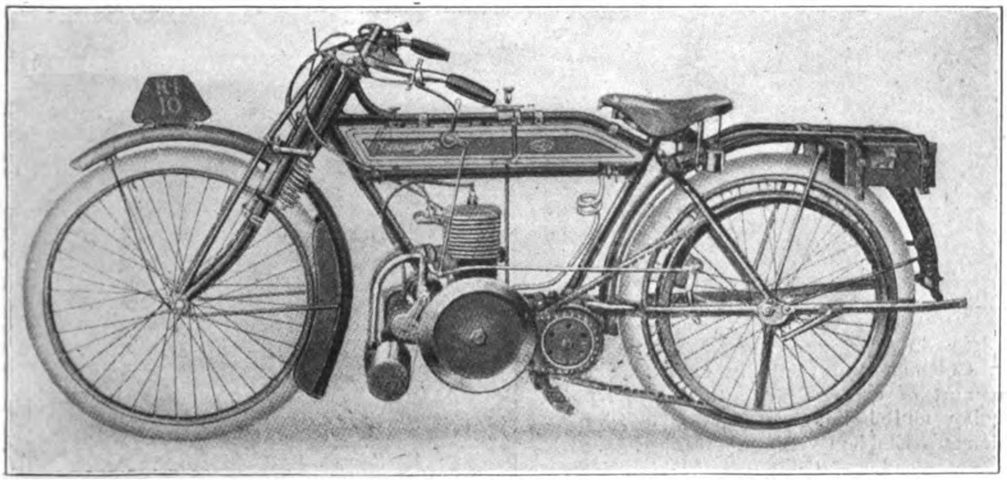
Consequently it makes a special appeal to the man who is buying a machine "for keeps," and who does not wish to return his engine periodically to the makers for new bearings to be fitted. It is an extraordinarily flexible engine, and the machine has the merit of being designed for a wide rear hub, so that racing and three-speed wheels are interchangeable in fifteen minutes—a unique feature.

An Arctic Endurance Run.

The stalwart spirits of the London Motorcycling Club have lately cultivated the habit of organizing a winter endurance run, starting from the suburbs of the metropolis at dusk on the evening after Christmas Day and riding to Exeter and back—a distance of 320 miles in 24 hours, of which about 15 are pitchy dark. This year no less than 216 riders started, of whom 157 finished, though by no means all succeeded in returning perfect scores; the popularity of the ride depends partly on the fact that it is the trade's first opportunity to demonstrate and advertise their new season's goods, and partly on the average Englishman's delight in tackling a strenuous job.

The weather this year was simply cruel. A light rain began to fall as the men started, and presently a terrific westerly gale got up, and the rain lashed the riders' faces like small shot. The roads were in an indescribably filthy condition, and the head gale, combined with the holding mud, compelled many a sidecar machine to plug painfully along on second gear for miles together. The riders attired themselves like Peary on a Polar journey, and stood the racket nobly. Illuminated arrows at the tricky turnings, and dissolved acetylene cylinders on the machines lit up the fitful scene, but everybody was glad when it was over. It is astoundingly difficult to climb long twisty hills of 1 in 6 in inky darkness when the ruts are churned up into deep mire and a gale is raging, so that failures on the observed hills were quite numerous.

Ernest Frasetti and Billy Wells brought their sidecars through nicely on the "heap-big" electrically equipped Hendee specials, though Wells —for some mysterious reason—encountered a momentary hill-stop. In lieu of relying solely on the dynamo, Baddeley, Chesterfield, Alan Hill also brought through an Indian sidecar, and Robertson-Brown did equally well with an 8 h. Henderson and sidecar. These were the only American machines competing. Fifty light cars and cyclecars accompanied in the trip in the larger classification, and the vileness of the weather may be judged from the fact that two light cars had their windscreens blown back on to the steering wheel and smashed.



The Connaught, a Successful English Two-Stroke Type.

ROCKFORDITES HAVE RAPID-FIRE PROGRAM

President Sullivan Advocates More Frequent Use of the Club Headquarters and Enthusiasm Runs High While Social Events Follow One Another in Quick Succession.

FRED W. SULLIVAN, president of the Rockford Motorcycle Club, of Rockford, Ill., believes in making the most of the clubrooms, and this policy on his part is evinced in the following list of social events, all of which were held within ten days. The rapid-fire program was started on a Tuesday when the clubsters enjoyed a card party and a buffet lunch, for which there was no charge. On Wednesday they had a basket social and a dance, the ladies furnishing baskets with tasty lunches which were auctioned off. The next evening a Victrola concert brought out a large crowd of the club enthusiasts. The next gathering, held the early part of the following week, took the form of a "hat party" and dance. Those wearing the most comical hats were awarded prizes, and it goes without saying that plenty of freakish creations were in evidence. Then came the regular meeting, which was followed by an athletic entertainment and stag, while a Dutch lunch was the last, but not the least, attractive event for the busy period.

The club's present prosperous condition is credited to the untiring efforts of its staff of officers: F. W. Sullivan, president; William Erlandson, vice-president; Theodore Jacobson, recording secretary; R. A. Croon, secretary-treasurer; Fay Young, captain; William Swanson, first lieutenant; Ralph Olson, second lieutenant, and E. Greenburg and R. Reichenbach, senior and junior sentinels, respectively.

The Rockford club has the greatest number of paid-in memberships of any motorcycle club in Illinois, and it is one of the oldest clubs in the F. A. M., its affiliation number being 55.

Newsy Photographs From Far and Near

A MOTORCYCLE DEPUTY

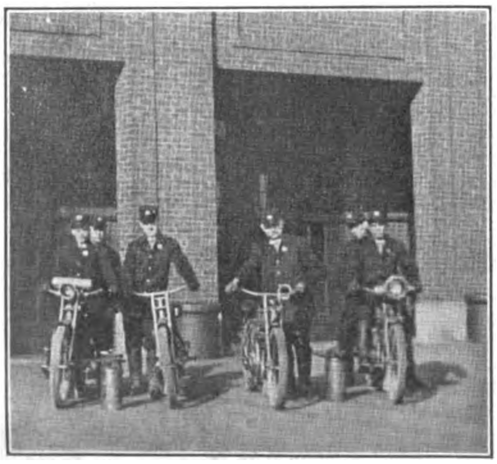
After using a motorcycle for three years, Archibold Buck, deputy sheriff of Hennepin county, Minn., recently stated that he would rather give up his job than his motorcycle. Buck, who is shown in the accompanying picture, covered 21,347 miles on his machine last year. He patrols the territory in the vicinity of Minneapolis, but is frequently called to Duluth, on which occasions he always makes the trip on his Thor.

HERE IS A VETERAN TANDEMITE

The accompanying photograph shows Christopher King, of Berlin, N. Y., on the tandem. Mr. King is an enthusiastic tandem rider although 92 years of age.

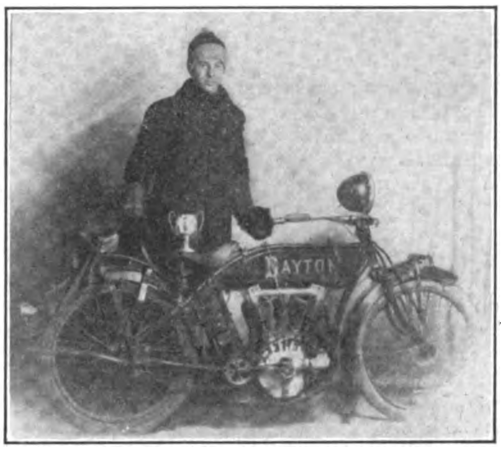
INDIANAPOLIS FIREMEN

Motorcycles are becoming popular among the firemen of Indianapolis, Ind., although the machines are not supplied by the city. About a year ago the Public Utilities Board of Indiana ordered that all firemen should be compelled to pay their fares when riding on trolley cars, the same as other citizens. This led the firemen to seek some cheaper means of transportation and four of them purchased Harley-Davidson motorcycles from the Indianapolis agent, Harry Dipple. Although the machines are not constructed especially for fire fighting, their owners have fitted fire extinguishers and on several occasions have answered calls and have been successful in putting out a number of small fires before the trucks arrived.



KEMPER'S ECONOMY RECORD

Walter Kemper, holder of the economy record of the Queen City Motorcycle Club, of Cincinnati, Ohio, appears in the accompanying photograph. Riding his Dayton, Kemper covered 138 miles on one gallon of gasoline. The cup, which is seen on the saddle of the machine, was presented to him for his performance by Fred Milliken, president of the Queen City M. C.



MORE TANDEM ENTHUSIASTS

Among the most active motorcycle and tandem enthusiasts of Albany, N. Y., are C. Coleman, and the young lady who appears on the tandem in the accompanying photograph. Mr. Coleman and the lady enthusiast make the most of every clear Saturday afternoon, Sunday and holiday by taking a spin on Coleman's Emblem.

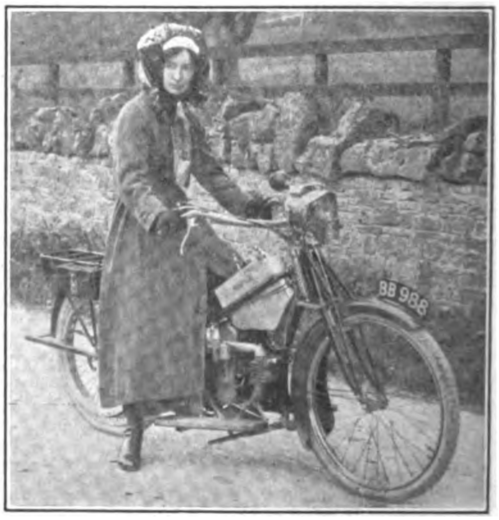
Miss Bertha Weimer, daughter of a wealthy packer of Wheeling, W. Va., has replaced her automobile with a motorcycle.

SNAPPED AT REDLANDS

The accompanying photograph introduces Miss Minnie E. Waddell, of Redlands, Cal., who for some time past has been recognized as one of the most consistent motorcyclists in her district. She uses a Pope machine and finds that it meets all her requirements, although some of her trips involve hill-climbing and rough-going. Miss Waddell first attracted attention in Redlands and vicinity as a lover of saddle horses; then she took to the bicycle and finally graduated into the ranks of motorcyclists. "To my mind," writes Miss Waddell, "there is no more pleasing and fascinating sight than a neatly-attired young man or woman spinning along the country roads on a motorcycle."

AN ATTRACTIVE COSTUME

Garage proprietors and tradesmen of England are rapidly coming to a realization of the usefulness of the motorcycle in business. Messrs. Huntley, of Front street, County Durham, one of the most up-to-date garages in Northern England, have equipped their assistants with these handy mounts. In the accompanying photograph is seen one of their lady assistants with her Douglas. It will be noted that the rider is attractively dressed.



What chance have you if you can't give the buyer the kind of two-speed he demands?

He is learning more and more every day of the marvelous things that the Two-Speed Yale will do.

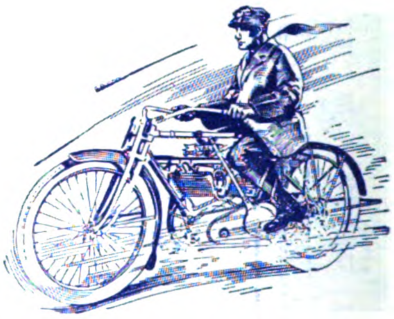
He is familiar with the **new kind** of **efficiency, simplicity, strength** and **comfort** that the Two-Speed Yale makes possible.

He will not be satisfied with **less**—be sure of that.

If you offer him an inferior type of machine—just what **chance** have you got?

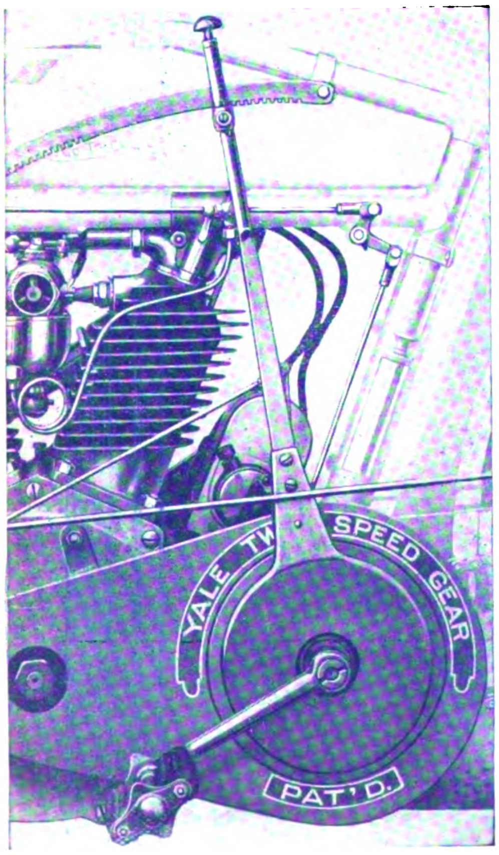
Spring Activity Makes The Two-Speed Demand Still More Pronounced

The coming of Spring, and the resultant increase in riding, has made the demand for **good two-speeds** still more insistent—still more pronounced.



Actual performance in the hands of owners—on the road—is demonstrating unmistakably the matchless capability of the Two-Speed Yale.

It is daily proving its tremendous pulling power, its wonderful hill-climbing ability, its remarkable strength and durability, its smoothness and simplicity and certainty of operation.



Yale Patented Two-Speed Gear, built into all new models without extra charge. Controlled entirely by one simple lever. All operations performed by positive mechanical means not depending upon any springs for efficiency. Simple in design, with parts few in number and sturdy and strong in construction. Multiple-disc clutch with discs of special spring steel that will not burn or become scored.

Prospective buyers, having seen this new and better kind of motorcycle in action, are no longer content with the shortcomings and inadequacies of the old single-speeds.

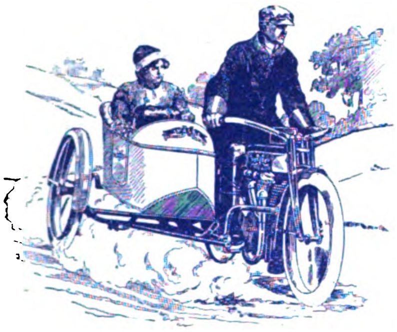
They are **demanding** Two-Speed motorcycles.

That **demand** is increasing every day—and it will keep right on increasing.

Frankly, we don't see how you're going to **satisfy** that demand, unless you sell the Two-Speed Yale.

The Two-Speed Yale Has Helped The Sidecar To "Make Good"

The widespread popularity of the sidecar is already a noteworthy feature of the 1914 season.



And this popularity is due directly to the development of the Two-Speed Yale.

The tremendous pulling power of the Two-Speed Yale, its ability to travel surely and smoothly over any kind of road or up any kind of grade—these **new motorcycle qualities** have made the sidecar a vehicle of the utmost ease and comfort.

With the old single-speed motorcycle or with a makeshift two-speed the sidecar is unwieldly and uncomfortable.

There is a *lack* of *power*, a *lack* of *versatility*, of *flexibility*—and the result is that the sidecar passenger is forever jolted and jarred and bumped.

The Two-Speed Yale supplies what was *lacking*—it gives the rider a supply of power ample enough to carry the sidecar and its passenger without strain or effort.

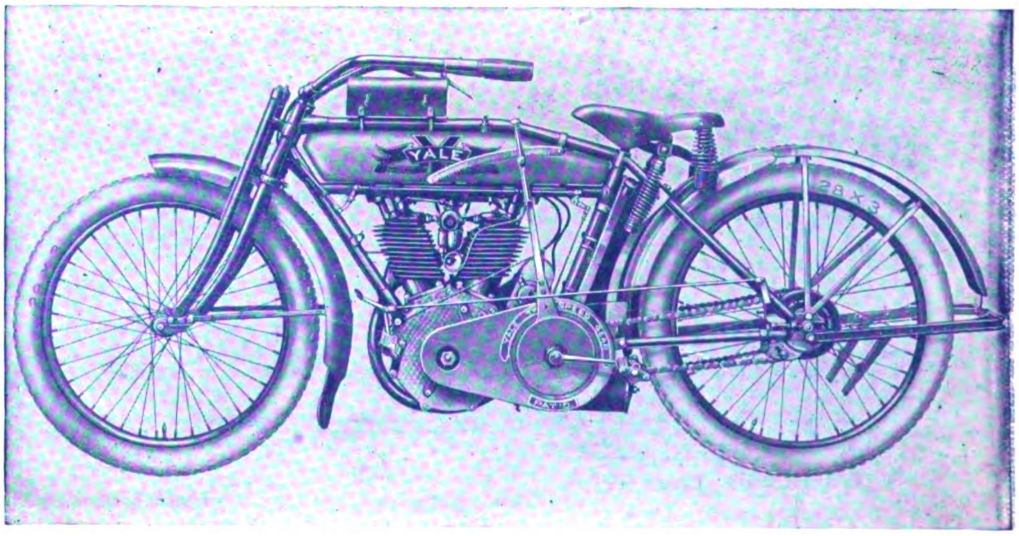
It eliminates the jerks, the jars—it does away with all the old discomforts—it makes the sidecar *more comfortable than a motor car.*

Buyers, this year, know that the Two-Speed Yale has at last made the sidecar *practical.*

They know, too, that the special spring construction of the Yale sidecar makes it immeasurably superior to any other.

So the net result of the sidecar demand is sure to be additional profit for the Yale dealer.

NEW Yale twin, with two-speed transmission built in as part of regular design. Two-speed gear of remarkable efficiency that climbs 50% grades easily—even with sidecar and extra passenger. Parts so strong and so simple that faithful, unfailing service can be depended on throughout the most severe service, season after season. Control by one motion of one simple lever, with the perfected foot control, for use instead of the hand lever when desired, as an added convenience.



The Yale Dealer Has The Biggest Opportunity In Motorcycle History

A strong statement? Yes, but a simple statement of fact.

And a single glance at the situation will convince you that it **is** a fact.

Motorcycle buyers—everywhere—are insisting on **good two-speeds.**

They refuse absolutely to consider the passing, inefficient type of machine.

They want the **new kind** of efficiency, simplicity and durability.

They want a motorcycle that will handle a sidecar capably, easily and smoothly.

And the Yale dealer can give them **all** of these qualities in the Two-Speed Yale.

He can put the buyer in a sidecar—and **prove** to him **conclusively** that the Two-Speed Yale surpasses every other motorcycle in the world.

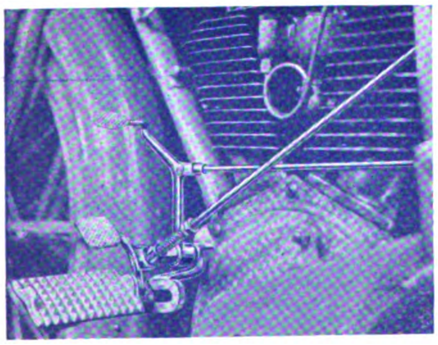
He can take him over smooth highways, or paved streets; through sticky mud or deep sand; up the crookedest and steepest hills.

And under all conditions the Yale will show itself simple and easy to control, full-powered and capable.

In other words, it will show itself to be exactly the kind of motorcycle that the buyer wants.

That is why we say that the Two-Speed Yale dealer has the biggest opportunity the motorcycle industry has ever known.

If it is possible for you to gain the Yale dealership in your territory, you can't afford to overlook the opportunity. Write us at once before the chance is gone.



Showing the perfected foot control of the Yale two-speed gear. Rider can engage low gear by pressing the small foot lever by the foot rest, without removing his hands from the bars—or can use the hand lever, just as he chooses. This foot lever gives the most perfect control ever attained in any motorcycle. The rider can start or stop quickly, accelerate suddenly, slow down to a mere crawl or speed up swiftly, all by varying pressure on the small lever, with the auxiliary brake lever conveniently near for quick stops.

The CONSOLIDATED MFG. CO.

1730 Fernwood Avenue, Toledo, Ohio

Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY,
Los Angeles and San Francisco

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing and all kinds of Drop Forgings

DEALERS "ALL SMILES" AS WEATHER IMPROVES

INDIANAPOLIS, Ind.—Now that weather conditions have improved Indianapolis motorcycle dealers are all smiles again. More inquiries have been received by local agents during the last two weeks than were recorded for the three preceding months.

The G. H. Westing Co., Indian agent, is nearing the 75 mark for machines delivered, and Manager Sturm states that 65 per cent. of the sales have been of two-speed models.

Harry Dipple, Harley-Davidson agent, has sold several machines to Indianapolis business firms in addition to lining up a creditable number of individual buyers. The Indianapolis Light & Heat Co. has placed an order for a 5 h. Harley-Davidson for use in its trouble department. The Indianapolis Telephone Co. has also installed a 5 h. Harley-Davidson in its collection department. Dipple makes a strong bid for the collectors' trade in the city and has placed several machines with loan companies.

The Merz Motor Co., Pope and De Luxe agent, reports that it is delivering machines as rapidly as they are received from the factory.

John Kinney, new State distributor for the Flying Merkel line, announces that he is being swamped by dealers who are seeking subagencies for the popular Middletown product.

BALTIMORE SQUAD TO BE INDIANIZED

BALTIMORE, Md.—A contract to supply new machines to the Police Department has been awarded to Howard A. French & Company, of this city. The order calls for all electrically equipped Indian machines. The Baltimore police have been using Indian machines since 1906.

The Maryland Cycle Company, 228 South Broadway, reports having sold and delivered thirty new Excelsiors within the last ten days.

The Heinz Motor Company, of which Bert F. and Gus Heinz are the proprietors, is now located in its new quarters at 611 West North avenue.

Andrew Gebhardt, a veteran rider who is nearing his seventieth birthday, has just bought a two-speed machine. Gebhardt won the diamond-studded medal in the run attendance contest of the Maryland M. C. last season.

The Washington M. C. is scheduled to make an official run to this city soon and join the Maryland M. C. in a run to Ridgeville. The latter club is holding runs every Sunday this month.

The Chesapeake M. C., of this city, will hold a tandem run Sunday, May 3, and on May 12 it will give a May ball. An elaborate program is being prepared for this event. A secret time run will be staged by the Chesapeake club early in June and an endurance run is slated for the first part of July.

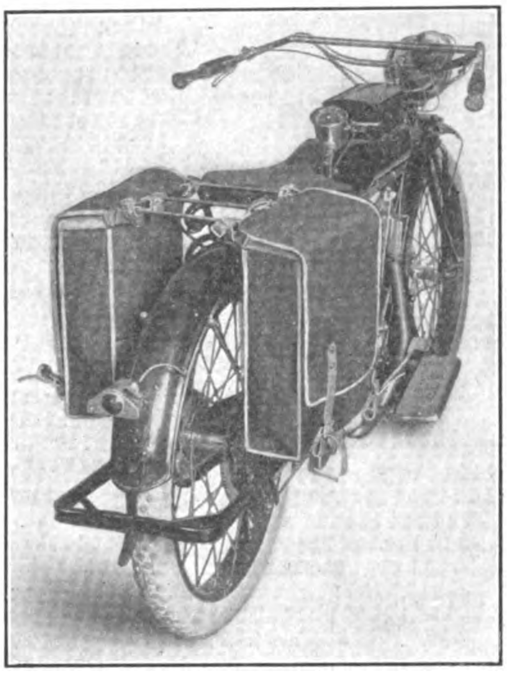
In addition to its Sunday runs the Fulton M. C., of Baltimore, has decided to hold runs every Friday evening. These outings will start promptly at 7:30 p. m.

FUTTERER'S BIG INCREASE

Carl Futterer, agent for the Harley-Davidson at Quincy, Ill., who contracted for 15 machines for 1914, recently increased his order to 75 machines.

NEAT AND DURABLE SACKS FOR LUGGAGE

IN these days of consistent touring when every motorcyclist must be fully equipped for the road the problem of carrying luggage is ever present, but the New York Sporting Goods Co., 15-17 Warren street, New York City, is doing much to solve it by offering the neat pannier bags shown in the accompanying illustration. It goes without saying that a score of uses will be found for these bags when the rider is on a tour, and when they are not needed they can be folded compactly and strapped to the machine. The bags are sixteen inches high and made of brown waterproof, closely-woven canvas. They are fourteen inches wide and four inches deep. The edges are strongly bound and all straps and fastenings are made of the best grade of latigo leather, which will not become hard or cracked, even after repeated wettings. Two inside flaps are provided with a strap and buckle and the outside flap (inside of which is a large pocket) extends well over the pack and is fitted with two straps and buckles for completely closing the pack. The bags are fastened to the rear supports and luggage carrier of the machine by an ingenious arrangement of sturdy straps.



The three supporting top straps can be shifted laterally to provide for any variation in the form of the luggage carrier and the guide loop placed on the back of the bag near the lower edge is movable so as to be adjusted to any style of supporting brace with which the motorcycle may be provided. The straps are ample and are fitted with buckles for easy removal or adjustment. By using these bags the rider brings the weight of his luggage well down on the machine, lowering the center of gravity and tending to prevent sideslipping, and the top of the carrier is left entirely free for other articles. It will be seen that the bags can be used for a great variety of purposes, aside from touring. Salesmen and commercial travelers in all branches will find them very handy and durable and they are also suitable for R. F. D. work. The bags weigh only 1¾ pounds each, but the material is so carefully selected and the workmanship of such a high grade that the panniers will withstand hardest kind of service. They are sold at six dollars per pair.

ATLANTANS READY FOR FINAL ENDURANCE RUN

ATLANTA, Ga., April 11.—At the regular weekly meeting of the Atlanta M. C., held last Friday night, at 224 Peachtree street, it was decided to hold the third and last of the series of three endurance contests on April 19. This run will cover a route of 190 miles, and will leave from 224 Peachtree street on the morning of April 19, at 7 o'clock, going to Dallas, Rockmart, Cedartown, Cave Springs and Rome. Contestants will take dinner at Rome, and leaving Rome will go to Cartersville and Marietta, arriving back in Atlanta in the evening at 5:30. In addition to the regular control at each of the above-named points, there will be possibly five secret controls. A regular schedule between these controls will be maintained with ten minutes leeway at each control.

Contestants receiving assistance, losing any parts or having to make adjustments, will be penalized. Their machines will be examined before leaving and at the finish. The rider receiving the best average score from the three runs will be awarded the gold medal. The best scores in the previous runs were made by A. A. Parrish, who rides a Harley-Davidson; L. H. Hudson, a Thor enthusiast, and Johnny Aiken, the Atlanta agent for the Harley-Davidson.

The club will hold a banquet at the Ansley Hotel on April 21, at which time the prize will be presented. Following soon after the banquet will be another endurance run, the route of which will be from Atlanta to Augusta, or from Atlanta to Columbus to Macon to Atlanta. This will be a two-day run, starting on the Confederate Memorial Day, April 26. Seventy-five entries are expected.

INDIANA F. A. M. WILL GET TOGETHER IN JUNE

INDIANAPOLIS, Ind.—It is now definitely announced that the F. A. M. State convention and endurance run will be staged at this city June 5-7. It is the plan of the State body to transact its business on the first two days and start the proposed three-day grind on Sunday, June 7. It is the intention to have the run cover about 500 miles and a tentative route has been selected as follows: Terre Haute, Lafayette, Laporte, South Bend, Fort Wayne, Richmond, Muncie, Columbus, Shelbyville and return to Indianapolis. It is explained that this trip will take in all the more important centers of motorcycle interest and that it has the approval of motorcyclists throughout the State.

The Duersch Cycle Company, agents for the Merkel and Yale in Hamilton, Ohio, reports that its new salesrooms are now complete, and will afford better facilities and a material increase in space.

W. R. Brock, of Columbus, Ohio, has accepted a position with the Columbus branch of the Firestone Tire & Rubber Company. He will act as a city salesman.

With the Manufacturers

BAXTER COMPANY'S COMMODIOUS QUARTERS

INDICATIVE of conditions prevalent throughout the motorcycle field is the rapid growth of the business of the Baxter Sidecar Company, Cambridge, Mass., which has necessitated its taking a four-story brick building at 90-120 Freeport street, Dorchester, a suburb of Boston, Mass. The building faces on the waterfront, thus insuring excellent light, and its proximity to the Harrison Station freight yards affords exceptional shipping facilities. The new Baxter building has a floor area of 75,000 square feet. On the first floor is located the machine rooms and shipping department. Body-building and upholstering is done on the second floor and the third floor is devoted to the enameling and finishing, while the top floor will be used for storage purposes.

The offices for the various departments in each case are located on the same floor as the department, but the general offices will be housed in a building adjoining the factory. With the increased room and facilities the Baxter company is in a position to handle promptly orders for its well known sidecar line, and will also be able to build bodies for all kinds of vehicles. The capital of the company was recently increased to $80,000.

CHANGES IN DUNHAM COMPANY

With the advent of H. Van Deusen, formerly of the Harry Svensgaard Sales Corporation, of Detroit, into the Thomas Dunham Company, of 343 Hardin street, Aurora, Ill., the name of the company was changed to the Dunham Sales Company. Mr. Van Deusen has assumed the position of manager, and will devote himself especially to the sales end.

The company has sold more than eighty Dunham sidecars so far this season, about fifty per cent. of which were for Excelsior machines, the remainder being for Harley-Davidsons, Popes, Indians and Hendersons. The company has shipped eight of the sidecars abroad, two having been sent to Spain, two to Trinidad, B. W. I., two to Havana, one to Singapore and one to Germany. All of the sidecars sent abroad were shipped in connection with Henderson motorcycles. The Dunham company is also making tops for the cars, and report that the demand for this fitment is increasing. For the 1914 season the company has sold seven sidecars with tops, whereas only one was sold last season. Dunham sidecars are also being distributed by the Svensgaard Corporation, of Detroit.

SPLITDORF BUSINESS ABROAD

In addition to keeping its big home organization at white heat the Splitdorf Electrical Company is finding time to develop its interests on the outside, and cabled advices from Manager Blatchley, in charge of the factory branch house at Buenos Aires state that there is a rapidly growing demand there for both the automobile and motorcycle products. Manager Blatchley states that one of the Splitdorf EV magnetos has been placed on an Indian racing motorcycle and has improved its running to such an extent that excellent business returns have been obtained through it. The recent performance of the Splitdorf magneto in the Buick motor car which crossed the Continental Divide has also aroused much favorable comment.

10,000 TIRES DAILY

On Tuesday morning, April 7, the great whistle at the factory of The Goodyear Tire & Rubber Company, Akron, Ohio, blew ten sharp blasts, in celebration of the fact that for the first time in the history of any tire factory in the world the daily production of pneumatic tire casings had passed the 10,000 mark. The total for Monday, April 6, was 10,635. Hence the celebration.

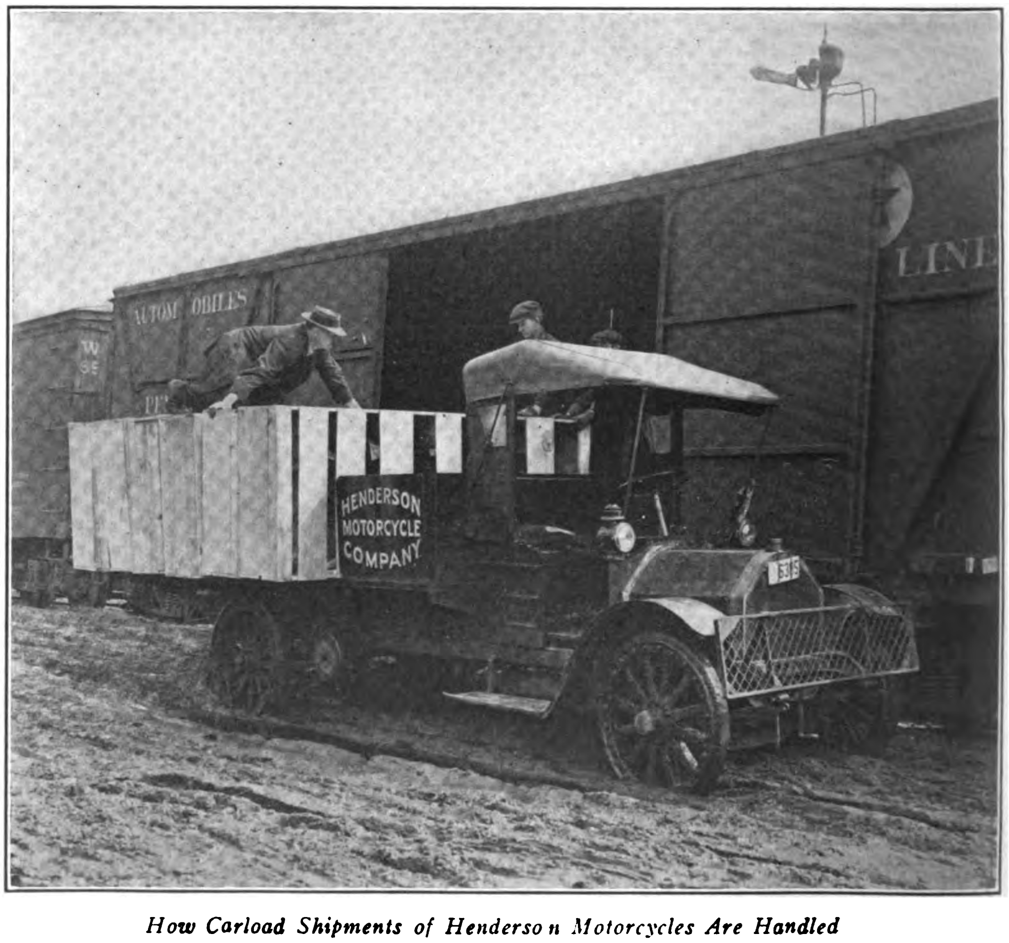
Only a few years ago, at a meeting of Goodyear officials, President Seiberling made the enthusiastic prediction that "one of these days" Goodyear would be making 500 tires a day. He and his associates believed that to be a mark worth striving for.

For the first three days of the week of April 6 tire production was as follows: Monday, 10,635; Tuesday, 10,428; Wednesday, 10,504. This great number is required for the filling of orders and to adequately stock Goodyear branches and dealers.

Goodyear officials regard it as important, in connection with these figures, to note that while production has increased, the quality of the tires themselves has not only been held to standard, but actually increased as well. The Experimental Department is at all times as busy as the production department, testing, analyzing and subjecting tires to all manner of trials. As a result of this the Goodyear standard of quality is advancing steadily.

FOR REPAIR SHOP SERVICE

The Stop-A-Leak Mfg. Co., of Dayton, Ohio, is making an improved welding and decarbonizing outfit which can be adapted successfully to motorcycle repair shop service. The outfit, complete for both welding and decarbonizing operations, sells for $105. Dealers who are interested can obtain full particulars by dropping a card to the manufacturers at Dayton.



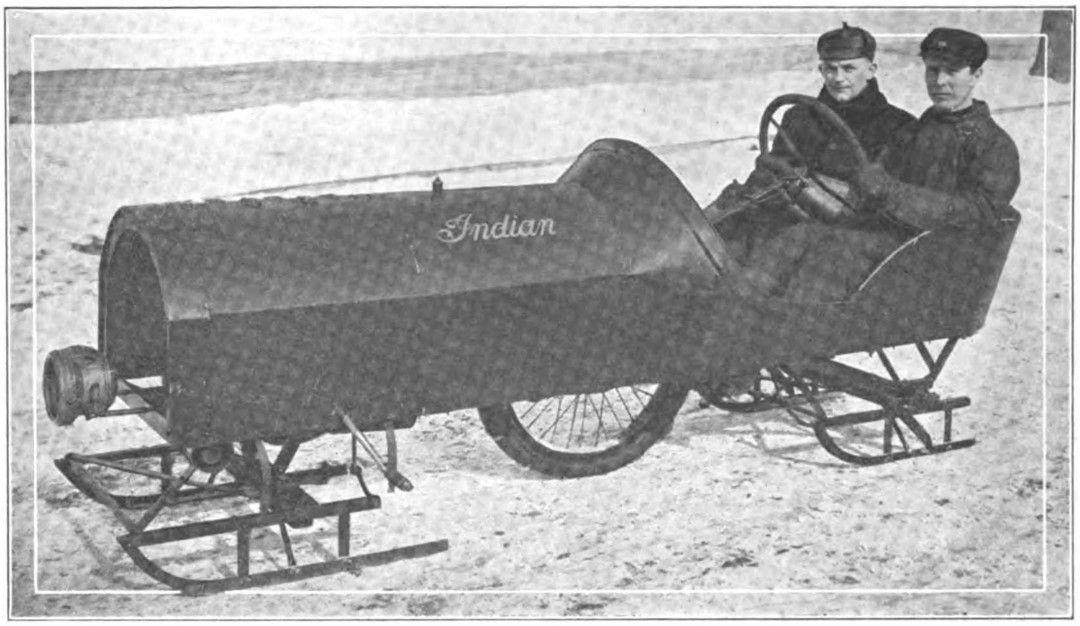
How Carload Shipments of Henderson Motorcycles Are Handled

STILL THEY COME

Change of seasons brings with it change of styles for those who would be classed as up-to-the-minute in the world of fashion. The coming of winter gave Carl Adolphson, of Omaha, an idea to build a motorsled and be a little ahead of the field in modern progress. So Carl pulled the twin engine, driving-wheel and a few more minor parts out of his Indian motorcycle and the creation pictured herewith was the result.

Carl's mileage with that engine last summer was 3,400, which included a trip to the factory. Despite this, the motor shoved the sled over the snow fast enough to shake anything on wheels in Omaha. Traction was obtained by the use of tire chains, and equal weight distribution.

Carl is a medicine man in the wigwam of Chief Sam Boord of the Omaha tribe, and is at the wheel, with Sam alongside. The craft was a curiosity wherever it went during the winter, and Carl could have sold it 20 times over.



One of the Winter Freaks in Omaha, Described at the Left.

PATHFINDER LAMPS IN DEMAND

"Enjoying record business, but we are prepared to handle all orders promptly," is the latest bulletin from the Columbus Auto Brass Co., 767 North Fourth street, Columbus, Ohio. For the motorcyclist the company is featuring its special Pathfinder model, designed for stationary brackets. All the company's lamp products are sold under the trade name Pathfinder. The motorcycle model referred to has a sturdy one-piece body, 5½-inch mangin mirror, door with a diamater of 8 inches and a body diameter of 6 inches. The price, with black and nickel finish, is five dollars and with full nickel finish the lamp is listed at six dollars. A card sent to the Columbus company will bring literature.

MAJESTIC COMPANY WILL MOVE

Worcester, Mass.—From the Majestic Manufacturing Company, of this city, comes the announcement that it is preparing to move into a larger building, now in the course of construction. The company will change its address about July 1, and will occupy one entire floor of the new building which is being erected at Commonwealth avenue and Central street.

Although the company is now working three shifts, so as to keep the plant in operation continuously, it is unable to make deliveries with the promptness that will be possible with the increased room and facilities.

A FIVE-FIGURE SHIPMENT

Springfield, Mass.—The most valuable carload shipment of motorcycles on record left the shops of the Hendee Mfg. Co. recently, booked for the Edwards-Crist Mfg. Co., of Chicago, Indian distributors for Cook County. The order consisted of forty-seven Hendee Special models, valued at over $15,000. This shipment was also interesting as proving that there is an exceptional demand for the higher-priced models.

Motorcycles are said to be rapidly making friends in Nova Scotia.

NORMA COMPANY'S NEW OFFICES

The Norma Company of America, makers of Norma ball, roller, thrust and combination bearings, announces that its offices will be removed on April 11 from 20-24 Vesey street to 1790 Broadway, New York.

REORGANIZE MINNEAPOLIS FIRM

Minneapolis, Minn.—With Lee W. Oldfield, the noted automobile racer, president and general manager, and I. A. Webb, secretary and treasurer, the Shapiro-Michaelson Motor Company, of this city, has been reorganized. In connection with the reorganization the authorized capital was increased from $250,000 to $300,000. Mr. Webb, a well known capitalist, formerly of Deadwood, S. D., is now conferring with real estate dealers of the city relative to procuring a site for the erection of a new factory. The Minneapolis tricar outfits now in service are giving satisfactory results, and the company will continue to specialize in commercial vehicles. It is reported that until July the production will be limited to 250 outfits, when, with additional facilities, the company will begin the manufacture of the 1915 models on a large scale.

Lee W. Oldfield.

TO RECEIVE BIDS ON NEW ERA PROPERTY

DAYTON, Ohio., April 12.—At a meeting of the creditors of the New Era Auto-Cycle Co. on April 10 the real estate holdings of the company were sold to Colonel J. D. Platt, the bondholder under the mortgage of the plant to the City Trust & Savings Bank, of Dayton. With the real estate disposed of it was decided to have the trustee advertise the machinery and other property of the bankrupt concern for sale, and to receive bids in lots or on particular machines up to May 1.

The meeting of the creditors was adjourned until that date at 2 p. m., at which time the bids will be opened. Besides the machinery and office fixtures there will be sold raw and finishd stock which has been appraised at $3,000. The machinery and tools are valued at $13,389.21. There is also on hand one twin-cylinder New Era autocycle appraised at $200, and a tri-car valued at $350. Bids will also be received upon two pending patents belonging to the New Era Auto-Cycle Co. Attorney A. S. Frank, of the law firm of Brown & Frank, of Dayton, is the trustee in bankruptcy.

DESCRIBING THE F-N LINE

Neat, vest-pocket circulars, illustrating and describing the F-N motorcycle accessory line, are being distributed by the Fentress-Newton Manufacturing Company, 253-255 Lafayette Boulevard, Detroit, Mich. Of chief interest among the articles illustrated and described in the circular are the various models of the popular F-N tandem seat, the adjustable back-rest and the luggage carrier. One model of the tandem combines a Prest-O-Lite tank holder.

NEW MANAGER OF RUBBER BRANCH

John B. Maus has been appointed manager of the New York City branch of the Batavia Rubber Company, Batavia, N. Y. At one time Maus was manager of the Metropolitan branch of the Goodyear Tire & Rubber Company.

HOW STERLINGITES RECOVERED AN EAGLE

Goodyear Studded Tread Tires Enabled Them to Trace Stolen Machine to Hiding Place in the Nearby Woods, and Thieves Were Caught When They Returned for Their Booty.

W. T. MARSH and Guy M. Greene, of the Sterling Motor Company, of Brockton, Mass., formerly the American Motor Company, recently were instrumental in bringing about the arrest of two thieves who, on the night before their capture, stole a new Eagle motorcycle from the Sterling plant. In a recent letter Mr. Marsh writes that on numerous occasions during the last few months parts and accessories, such as spark plugs, magnetos and tires have been stolen from the factory, and, while all possible vigilance was maintained, no effort was made to trace the stolen goods.

On their arrival at the factory one morning recently, Messrs. Marsh and Greene were advised that an Eagle had been taken. The machine was equipped with Goodyear studded tread tires, the tracks of which permitted of the trailing of the machine. It had been taken through the assembling room, down the stairs, through the rear shop to the back door of the factory. The burglars had forced open the door and wheeled the machine down the path leading into the woods.

After considerable detective work Marsh and Greene found the machine hidden between two large boulders and covered with brush. Surmising that the thieves had become frightened and left the Eagle with the intention of returning for it later, Marsh had the spot watched from a distance, and while at the dinner table that evening he and Greene were advised by telephone that two suspicious-looking men were in the vicinity of the hidden machine.

The officials of the Sterling company had prepared to guard the Eagle that night and had already armed themselves with pistols. At the last minute they decided that in case of injury they would be held liable, and so they notified the police and in a short time two blue-coats were at their service. After the watchers had waited several hours the motorcycle thieves came for their booty, and then it was only a few minutes before they were on their way to police headquarters.

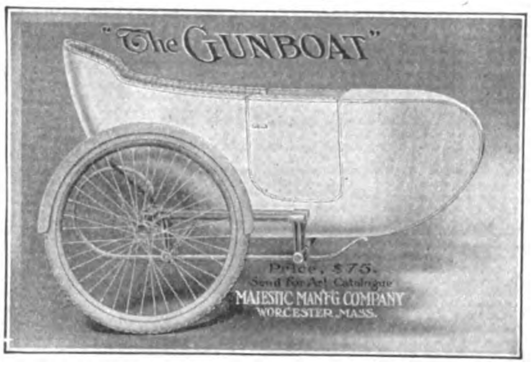
NEW BOSCH SERVICE STATIONS

The Bosch Magneto Company has recently added to its already long list, the following supply stations:

Motor Supply & Tire Co., 201 Main street, Akron, O.
Albany Garage Company, Howard and William streets, Albany, N. Y.
Augusta Garage, Augusta, Me.
Bangor Motor Co., Bangor, Me.
Bath Auto & Gas Engine Co., Bath, Me.
Motor Supply & Tire Co., 1845-1847 Euclid avenue, Cleveland, O.
Troy Automobile Exchange, Cohoes, N. Y.
Motor Supply & Tire Co., 128 Gay street, Columbus, O.
Warren Garage, 124 East High street, Elkhart, Ind.
Pearce Street Garage, 17 Pearce St., Gloucester, Mass.
Blair Motor Co., Logan, Utah.
Court Motor Car Co., Marietta, O.
Geo. W. Roberts Elec. Works, 325 D street, Marysville, Cal.
Minot Auto Company, Minot, N. D.
J. P. Gayle Supply Company, Newport News, Va.
Port Washington Garage, Port Washington, N. Y.
Provo Machine & Fdry. Co., Provo, Utah.
St. Albans Foundry Garage, St. Albans, Vt.
Jensen Bros. Auto Co., Santa Cruz, Cal.
Gavin-Williams Co., San Diego, Cal.
Troy Automobile Exchange, 22-24 Fourth street, Troy, N. Y.
Utica Cycle Co., Carroll Bldg., Utica, N. Y.
Morgan & Williams Company, 25 West Market street, Warren, Ohio.
Brass City Auto Co., Waterbury, Conn.

MAJESTIC GUNBOAT MODEL

Sidecarrists and prospective sidecarrists will be interested in the announcement of the Majestic Manufacturing Company, Worcester, Mass., concerning its new gunboat metal body sidecar, shown in the accompanying illustration. The gunboat model is the latest addition to the popular Majestic line. Designed primarily for comfort, it is wider than previous Majestic models, has a higher back and affords materially more leg room.



The Majestic company believes that in this car they provide practically the same comfort-giving qualities to be had in an automobile. A substantial tool box is located under the seat. By the standardization of one type of chassis to fit three models, the Wind Splitter, the Gunboat and the commercial delivery van, the Majestic company is able to market its line at extremely low prices.

ANOTHER J-M SERVICE STATION

From the Milwaukee (Wis.) branch of the H. W. Johns-Manville Company comes the announcement that the company has opened a service station at 96 Second street, that city. This station is another link in the chain of forty-nine service stations throughout the principal cities in the United States and Canada. The main garage floor accommodates eight automobiles at one time, and is in charge of an expert mechanic. The mechanical equipment comprises all the necessary apparatus and tools to make repairs on automobile and motorcycle accessories. A calibrating machine will be installed for testing Jones speedometer heads. A complete line of parts for the Jones speedometer, Long horn, Carter carbureter and other J-M accessories will be carried in stock, thus eliminating the delay and inconvenience of sending to distant points. The front of the first floor is given over to a large salesroom and the upper floor is used as a stock room.

A BREEZY LITTLE PAPER

By way of telling the interesting story of its motorcycle tire jimmy, which is guaranteed to eliminate nine-tenths of the trouble and profanity incidental to removing and replacing a tire, the Motorcycle Tire Jimmy Co., of St. Marys, Ohio, is distributing a neat little house organ known as "The Dandy Jim." Copies of the first number are now being sent out and others will follow from time to time. The reading matter is bright and breezy and the space devoted to the tire jimmy contains as helpful a story as will be found anywhere in the paper. Drop a line to the company and a sample copy of "The Dandy Jim" will be forthcoming.

SOUTHERN BRANCH SUCCESSFUL

Gus Castle, manager of the Southern branch of the Harley-Davidson Motor Company, Atlanta, Ga., reports a marked increase in the demand for Harley-Davidson motorcycles in the territory embracing the seven Southern states. Although the branch has been in operation since last November only, it has already increased the number of Harley-Davidson dealers by 100 per cent., and had shipped and delivered up to April 1, as many Harley-Davidsons as were shipped to the South during the entire preceding year. The dealers are all enthusiastic about the service rendered by the Southern branch.

THE QUESTION OF HORSEPOWER

One of the most interesting booklets to issue of late from the factory of the Pope Mfg. Co., at Westfield, Mass., contains a detailed account of the horsepower tests recently made on Pope motorcycles by Professor David L. Gallup, professor of Gas Engineering at the Worcester Polytechnic Institute. The object of the tests was to ascertain the horsepower delivered by the rear wheel to the ground at various speeds and the trials were made with a Model L machine. The tests were fully described at the time of their completion, but the story is instructively retold in the new booklet, which is certain to interest prospective buyers. A card addressed to the Pope Mfg. Co. at Westfield, will bring a copy of the booklet. It is called "Settling the Question of Horsepower."

THE APOLLO ELECTRIC HORN

Backed by a guarantee to give three years of faultless service and extremely simple in construction, the Apollo electric horn, manufactured by the Automobile Supply Mfg. Co., of Brooklyn, N. Y., is coming into favor among riders who desire a neat and serviceable warning signal at a moderate price. Model S has a 5-inch bell and a length over all of 9 inches and is listed at $5; model L has a 7½-inch bell and a length over all of 10 inches. The latter model sells for $6. A card addressed to the Automobile Supply Manufacturing Co. will bring interesting literature concerning the Apollo horns.

HOUSE ORGAN LITERATURE

Very often "house organs," trade publications, develop surprisingly high literay quality as well as efficiency as selling agencies. The quality of "house organs" has been brought steadily higher and higher, and those responsible for them have come to pay tribute to the intelligence of those whom they reach—an intelligence in things other than the day's business. Snappy paragraph columns in these private publications are no oddities—poets and versifiers of real merit are numbered among those in industrial literature—and, in brief, a lot of house organs make "mighty good reading."

Here's an example from Canadian No-Rim-Cut News—first cousin to the publication of the same name issued by The Goodyear Tire & Rubber Company, of Akron. It tells the Goodyear story to Canadian dealers:

"Some people never seem to see the hand of Opportunity. When it comes knocking at their door they give a loud and angry roar, and hurl a brick at Fortune's head and Opportunity drops dead. For instance, look at Dealer Brown, he had the best garage in town and every chance to grab the Cash while other Dealers went to smash. But Brown's ideas soared so high that all that he could see was 'I,' and all the folks who had the nerve to think that Brown was there to Serve were soon informed in accents bold that Brown was there to get the Gold. So 'Service' was an also-ran, while Brown remained the great 'I am.' But just across the street was Binks with little Coin but lots of 'Thinks,' and Binksy worked his winning smile and stood for Service all the while, and pretty soon the folks all told about the goods that J. Binks sold, and all the latest Service kinks that issued forth from this man Binks. Then Binksy's trade began to grow, and he commenced to reap the Dough from every corner of the town that used to go to Dealer Brown, till Brown at last threw up his hand and Binks moved into Brown's old stand, and all the Coin that he has made he got because Bink's Service paid."

VACUUM OIL PROFITS

A statement of the Vacuum Oil Company for 1913 shows that the profits were equal to 32.2 per cent. on the $15,000,000 capital stock, as compared with 27 per cent. on the same stock for the year 1912. The total profits of the company for 1913 were $4,832,930, as against $4,159,006 for the previous year. It is stated, however, that the dividends will be continued at the rate of 6 per cent., as higher operating costs render it inadvisable to increase the rate. The company's profit and loss surplus has been increased from $14,675,276 on December 31, 1912, to $17,151,049 on December 31, 1913.

J-M BRANCHES MOVE

A recent announcement from the auto accessories department of the H. W. Johns-Manville Company, of New York, is to the effect that its service branches in St, Louis, Mo., and Memphis, Tenn., have been moved to new and larger quarters. The St. Louis branch is located at 3120 Locust street, while the new address of the Memphis branch is 274 Monroe street. The Johns-Manville company now maintains service stations in all of the principal cities of North America, for the purpose of making emergency adjustments to Jones speedometers, Carter carbureters, Long horns and other accessories of the J-M line. Each station employs skilled mechanics and carries a full line of all parts.

DETROIT COMPANY CHANGES NAME

Announcement is made of the changing of the name of the Murphy-Potter Company, of Detroit, Mich., to the Brass & Aluminum Foundry & Machine Company. The change was made at the recent annual meeting of the stockholders of the company, at which time William E. Carpenter, for three years salesmanager of the company, was promoted to be general manager. The new name of the company indicates the scope of its products, it being widely known throughout the trade for its bronze shell babbitt-lined bearings, geared circulating pumps for oil and water, carbureters, brass and aluminum castings and general work in brass and aluminum.

BIG HEARSEY-WILLIS SALES

A recent bulletin from the Hearsey-Willis Company, of Indianapolis, Ind., is to the effect that business is particularly good on the Pacific Coast. The company writes that it is having unusual success in the introduction of its new bicycle tires, having sold more than 400 pairs to one dealer alone during March. The company also reports a large volume of business from the South, as well as other sections of the country. Many new agents are being appointed.

MADE BY FLXIBLE COMPANY

In referring to the distribution of circulars descriptive of the Hugo H. Young line of sidecars in the last issue it was incorrectly stated that these sidecars were manufactured by the B. A. Lake Manufacturing Company, whereas the Lake company has been absorbed by the Flxible Sidecar Company, of Mansfield, Ohio, which firm is now producing the Young sidecars.

A. M. C. PLANT IS SOLD

Chicago, Ill.—E. H. Doud, former treasurer and manager of the American Motors Corporation, bid in the factory and all other assets of the bankrupt company when they were offered for sale, and has launched a new organization to continue the manufacture of motorcycles. The plant and assets were inventoried at $60,000, but were bid in by Mr. Doud for $9,000.

With Mr. Doud in the new company, which will be known as the Acme Brass Works, are associated Robert L. Doran, as president, and Albert P. Doran, as secretary and superintendent. Mr. Doud will be treasurer and manager. It is stated that the company will market two motorcycle models, one with single tank and carrying no equipment and the other with a double tank and full equipment.

HOLMAN WILL DISTRIBUTE BAXTERS

Holman Johnson, Thor dealer at St. Louis, has been appointed distributor for the Baxter sidecar. Johnson has sold 24 Thors this season, and his territory embraces 27 counties in Missouri, and that part of Illinois surrounding East St. Louis.

EXCELSIOR FORCES ON NIGHT SCHEDULE

CHICAGO, Ill.—April 14.—The demand for Excelsior machines has increased so rapidly of late that the manufacturers are now working overtime four nights a week to keep abreast of orders, but even with this special schedule they are a few days behind on deliveries. It is expected that the shipments will soon keep up with the orders, but under the most favorable conditions of production it is evident that the Excelsior plant will be taxed throughout the season to meet the demands made upon it.

LEWIN'S NEW TERRITORY

Felix Lewin, the Henderson traveler who has been boosting sales throughout Southern territory for months past, is now in New York City and hereafter his attention will be devoted to the States of New York and New Jersey. Mr. Lewin will make New York City his headquarters, but for some time to come will make regular trips through the States mentioned. The Henderson Motorcycle Co. has made arrangements to open a service station in New York City, where a complete stock of parts for Henderson machines will be carried.

MORE BUSINESS FROM JOBBERS

"We can report surprisingly good business from the Southern and Pacific Coast States," is the optimistic report of Secretary Empsall, of the Duckworth Chain Manufacturing Company, of Springfield, Mass. In referring to belt business from all parts of the country Mr. Empsall said recently that the Duckworth company is doing more business with jobbing interests than ever before. "In fact," he continued, "we are doing just twice as much business with the jobbers as we were a year ago."

ZIM'S EXCELSIOR AGENTS

P. E. Zimmerman, who is now traveling in the interests of the Excelsior Motor Mfg. & Supply Company, has appointed the following new Excelsior dealers during the last two weeks: The Smith Hardware Company, Pine City, Minn., for Pine county; Earl Chemey, Chippewa Falls, Wis.; Otto Wucherphening, Howard county, Wis.; G. B. Miller, Andover, S. D., western half of Day county, and McKenzie Brothers, of LaCrosse, Wis., distributors for LaCrosse county.

LANG'S NEW ARRANGEMENT

Chicago, Ill.—From now on C. H. Lang, Harley-Davidson dealer in Chicago will devote all his time to the motorcycle business. For many years Mr. Lang has conducted a piano tool business, but he finds that all his attention is now demanded by the motorcycles.

FIRST LAGRANGE AGENCY

John E. Hogg, the Indian traveler, recently placed an agency in LaGrange, Ind., with the LaGrange Hardware Company. This is the first motorcycle agency in LaGrange.

TAKES SCHICKEL AGENCY

A new Schickel agency has just been established in East Orange, N. J. The Motor Sales Company, of 6 Washington Place, has contracted to handle the motorcycle with the two-stroke motor in that city and vicinity.

MOTORCYCLES DEALERS SUPPLIES, ETC.

TESTING MOTORS AT BUSY CAMP BRANT

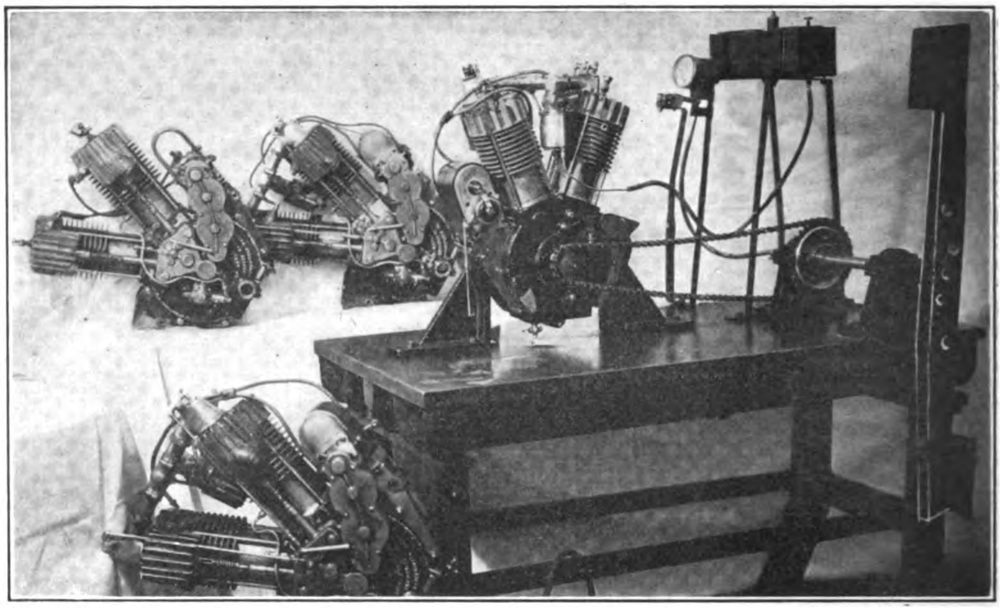
SOMETHING that all dealers who do motor work should have is a testing stand. With a testing stand one knows for a certainty that the motor will be in first class shape, otherwise it will not revolve the fan or lift the weights properly, as the case may be, when under test. One excellent example of a testing stand is that shown here, which is located at "Camp Brant," the Indian agency at 208 West 75th street, New York City.

The apparatus consists of a very heavy steel platform on which are fixed a motor cradle, a pair of supports for the fan axle, and a light stand for the fuel tank and revolution counter. The steel platform is mounted on four heavy legs, well braced to eliminate vibration. To the outer end of the axle is fitted a two armed fan, to which are bolted square vanes or blades having an area of nearly 40 square inches. A compensating sprocket is fitted to the axle to take the chain from the motor sprocket. At the inner end the axle has a coupling to which is attached the flexible shaft of a speedometer, the face of the latter being graduated in revolutions per minute instead of miles per hour. The tank holds ample fuel to give a very extended run to two motors should such be necessary, while four or five can normally be tested out before replenishment is necessary.

How a Test Is Made

A motor ready for test is bolted into the cradle, and its sprocket is connected to the fan-axle sprocket by means of a chain. The fuel is turned on and the carbureter primed as usual, after which the motor is "cranked" by means of the fan. As soon as the motor gets into its stride the carbureter is adjusted if necessary, and the throttle opened until the speedometer needle shows a certain number of revolutions per minute. If the motor can sustain this for an appreciable length of time, it is working satisfactorily, and the test is then completed. Should the motor not be able to drive the fan at the required number of revolutions per minute it is examined and any trouble remedied. The length of the arms and the position of the fan-vanes are calculated to require a certain horsepower at a given number of revolutions per minute, hence the whole operation is very simple.

At Camp Brant's store no twin motor leaves the testing stand until it has shown at least eight horsepower for the proper length of time. The vanes may be moved (inwards) on the fan-arms for smaller powered motors, or the fan as shown can be used, the smaller motors driving it at a reduced speed as compared with the twins.



The Simple and Efficient Testing Stand at Camp Brant.

SETTING A GOOD EXAMPLE

The latest scheme of J. W. Grady & Company, 68 High street, Worcester, Mass., for building up a healthy and permanent interest in the motorcycle throughout its district involves the distribution of cards on which a series of "Don'ts" are printed. The Grady company is distributor for the Excelsior in Worcester, and on one side of the card appears an illustration of the "Big X," model 7-C. On the other side of the card are the following always-pertinent reminders:

The motorcycle is safe, enjoyable and health-giving—

Don't create a prejudice against it.

Don't speed on city streets or in town limits. You carry danger to yourself and others. The time you save is not worth the risk. The prejudice you create against the motorcyclist and the motorcycle is strong and lasting. Don't speed.

Don't race on the road. If you must race go to the tracks. You will have plenty of chance to race there. Don't race on the road.

Don't cut out the muffler. The noise gives an exaggerated idea of speed. It is offensive to the ears of many people and again you are creating a dislike for the motorcyclist and the motorcycle. Don't cut out the muffler.

Don't forget the rights and pleasures of others. You never know when someone else can do you a good turn.

FUTTERER'S RECORD SALES

Carl A. Futterer, of Fifth and Cedar streets, Quincy, Ill., received orders for $1,035 worth of Harley-Davidson motorcycles on a recent Monday, and for several days following he inserted large advertisements in the local newspapers announcing the Harley-Davidson's popularity. Futterer has already sold more machines this season than in any entire previous season.

MAYOR RETURNS TO OLD STORE

E. W. Mayor, distributor for the Excelsior in Monmouth and Ocean counties, N. J., recently returned to his old quarters on Main street, Asbury Park. The store now occupied by Mayor is well suited for the housing of a motorcycle business, and permits of the effective display of a number of machines and a large assortment of accessories.

SCHMIDT APPOINTS SUB-AGENTS

G. H. Schmidt, proprietor of the Olive Cycle & Motor Company, of St. Louis, Mo., distributors for the Harley-Davidson, announces the appointment of the following sub-agents: Payton Read, East St. Louis, Ill.; William Dorsett, Alton, Ill.; Carondelet Cycle Company, Carondelet, Mo. Schmidt has sold 72 new machines this season.

ALLMEN OFFERS REWARD

H. Allmen, of 411 East Third street, Cincinnati, Ohio, offers a reward of $25 for the recovery of a Harley-Davidson twin, 1912 model. It was equipped with a tandem, Prest-O-Lite tank, head and tail lights, Barco whistle, back-rest for saddle, Goodyear tires and Stewart speedometer. The motor number is 6308-B, and the machine carried an Ohio license, the number of which is 6763.

SYSTEMATIC HANDLING OF PROSPECTS

That's the Chief Factor in the Success of Busy Seattle Firm

IN writing of the methods employed by his company to build up a successful motorcycle business, Archie G. Taft, secretary of the firm of Piper & Taft, agents for the Excelsior in Seattle, Wash., forwards the following pointers:

"In order to create sales, instead of waiting for them we have a prospect department, which is under the supervision of a thoroughly competent man," writes Mr. Taft. "Much time is given to obtaining the names of prospective buyers, however remote. Many dealers consider this a waste of energy, but it is not. We keep a card file with the name and address of every prospect, and also a few notes which will let us know to what extent he has been 'followed up.' As soon as we receive a name we have one of our representatives visit the prospect. This is always done before we send out any literature. We first endeavor to find out what particular phase of the motorcycle's adaptability has interested him. As every dealer will immediately see, such knowledge is a great aid in talking up the selling points of our machines.

"Of course, many of those we 'follow up' are not financially able to buy a machine. But they almost invariably know of others who are interested in the motorcycle, and many times an actual buyer is found in this way. With proper handling one prospect can give you information which will lead to the lining up of a number of others.

"In addition to keeping the names of individual prospects, we have a special list of commercial houses in which the motorcycle may have an opening. This list is kept up-to-date, and the results of work in this field are very gratifying. In this branch of the business we have found that personal solicitation is the most profitable, and therefore the most economical means of advertising. We have great faith in the fruitfulness of active demonstrations and do not hesitate to have our operator take out a demonstrating machine and actually deliver goods for a merchant. When we are able to do this we nearly always land the sale.

"Having closed the sale we make it our business to anticipate any trouble likely to be experienced by the merchant in the particular line for which he will use the machine and give him all the pointers we can as to how he can avoid them. If a buyer does have a little trouble we help him gladly. Where a machine is used for delivery purposes, mechanical difficulties are likely to arise from the inexperience of the driver, and in this connection I would say that it will do no harm to get in touch with the man who is to operate the machine, prior to or immediately after the sale, and try to make him take a real interest in the outfit. If you can make him your friend he will make it a matter of personal pride to do all in his power to operate the machine on an economic basis, which, of course, will lead to future sales.

"The success with which our business has been conducted may be gauged from the fact that at the close of the last motorcycle year our stock of machines on hand figured up to less than $3,000 in value. This was 3 per cent. of our sales of new Excelsiors for the year. Included in the $3,000 worth of machines we had on hand November 1, 1913, were all the second-hand machines and those taken back for non-payment. It certainly pays to have a live prospect department!"

BISON COMBINATION BRACKET

Designed to carry any make of motorcycle lamp on Harley-Davidson machines is the Bison combination lamp and gas tank bracket offered by Herman L. Peters, of Buffalo, N. Y. It combines a substantial carrier for a gas tank in addition, the latter being located in rear of the steering head when the bracket is in place. The tank is held in two neat plates with ridges, these plates being formed integral with lower halves of two clamps which fit the forward part of the handlebars. Cap-squares or upper halves attach the carrier to the bars, and permit of the ready removal or replacement of the whole bracket and its lamp and tank as desired. It moves with the steering wheel, thus throwing light on the road ahead at all times.

To forwardly-projecting lugs are fitted forked lamp brackets of round stock, and bent at their forward ends to fit the different lamps. These brackets are of cold rolled steel, heavily nickeled, and are screwed into the lugs. A cap fitted over the tank carriers permits of the tank being readily removed or replaced without disturbing the setting of the whole device. The body of the attachment is made of malleable steel, and is furnished in either white nickel or Harley-Davidson gray enamel, as desired. It is listed at $3.50 complete, and the makers give a five year guarantee.

AIKEN'S INCREASED SALES

John Aiken, agent for the Harley-Davidson in Atlanta, Ga., had sold more machines by April 1 than were sold in the same territory during the entire 1913 season.

IN MARINE SERVICE

George Erickson, of Erickson Brothers, Marinette, Wis., forwards the accompanying photograph, in which he appears demonstrating the ability of the Harley-Davidson and commercial van to operate in all kinds of weather and over poor roads.

NEW HEINZ QUARTERS

Notice is given of the removal of the Heinz Motor Company, of Baltimore, Md., from 533 North Howard street, to 611 West North avenue. The new showrooms and service station of the Heinz company is said to be the largest exclusive motorcycle establishment in Maryland. The building was designed especially for the firm. The Heinz company is distributor for the Harley-Davidson.

A TAILOR'S OUTFIT

L. Fish, a merchant tailor of Indianapolis, Ind., has proved that the motorcycle and delivery van can be used advantageously by a man of his trade. He has used a motorcycle with various types of vans for two years and writes that they have facilitated the handling of his deliveries.

ESSEX
L. FISCH.
TAILOR CLEANER

TOLEDO FIRM THRIVING

Toledo, Ohio.—The Union Supply Company, of 231-233 Superior street, this city, distributors for the Indian in Northern Ohio, have just received a carload of 1914 models, and report that they are being disposed of rapidly. The electrically-equipped models are largely in demand. In fact, forty per cent. of the company's sales have been of the two-speed "electrified" machines. The company is also selling many Indian sidecars and writes that it has sold already this year more Indian sidecars than in all other years combined. George E. Evans, the noted Indian racer, is in charge of the company's service department, which is a feature of the establishment. The new edition of the Toledo company's motorcycle supply catalog will be ready for distribution in ten days.

MEYERS OPENS MOLINE BRANCH

G. R. Meyers, agent for the Indian at Davenport, Iowa, recently opened a branch store at Moline, Ill., with his brother in charge. Meyers is carrying on an elaborate advertising and publicity campaign, and is featuring rapid repair work. Riders of the Tri-Cities are manifesting their appreciation of this service.

INCREASED COLUMBUS SQUAD

In order to more adequately guard the increased traffic incident to the opening of the season the Columbus (O.) police department has increased its motorcycle squad to ten men. Officer Rowlands has been appointed superintendent of repairs.

Up-to-the-Minute Store of the Herman Bumiller Company

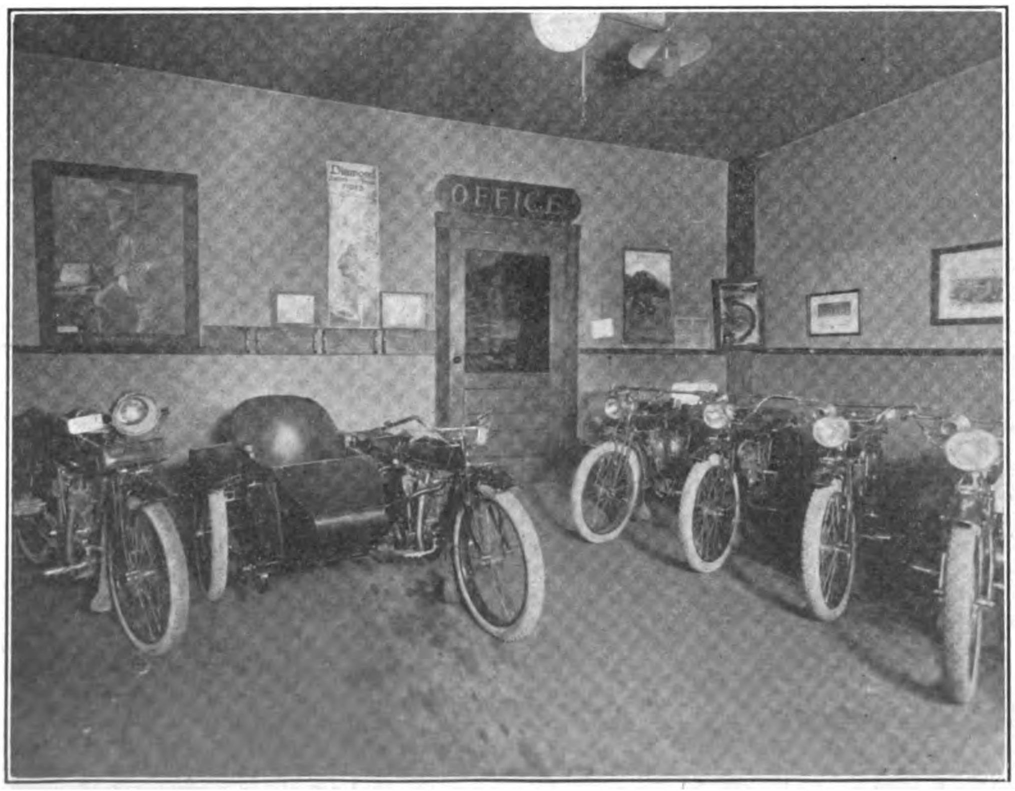
TWO interesting views of the headquarters of the Herman Bumiller Company, of Cincinnati, Ohio, successors to the Bumiller-Remelin Company, are seen in the accompanying pictures. The spacious general store is seen at the right, while the photo below shows the motorcycle salesroom. The Bumiller company is distributor for Indian motorcycles and also manufacturers of the Buco and Burem tandems and other motorcycle specialties. In its present quarters it has 12,600 square feet of floor area. In addition to handling motorcycle products of its own manufacture the Cincinnati firm carries on a large retail and jobbing business in motorcycle, bicycle and automobile supplies. An extensive line of general sporting goods is also handled.

The Bumiller store is located in what is known as the "Wall street of Cincinnati," which is the busiest section in the city. Herman Bumiller's experience in the cycle field dates back to its inception. At one time he was chief consul for the Ohio Division of the L. A. W. He was also captain of the old Brighton Club, which was the second oldest bicycle club in America, having been organized April 11, 1878.

General Salesroom of the Bumiller Establishment, in Cincinnati.

A RAPID-FIRE VISITOR

Herb Hillyer, proprietor of the Central Motorcycle & Supply Company, 1220 Bedford avenue, Brooklyn, N. Y., recently paid us one of his characteristic one-minute visits, in which time he managed to tell us that he was selling on an average five new Excelsiors a week, has already sold 38 of the 1914 models, and expects to sell 125 before the end of the season. He finds an increasing demand for the two-speed machines. In line with his policy of giving his customers prompt service Hillyer has just had a special parts cabinet constructed, in which $1,500 worth of Excelsior parts are systematically arranged. With so extensive an assortment of parts, which is stocked in addition to the usual line of accessories, Hillyer is prepared to fill orders "on the spur of the moment." Mrs. Hillyer, who is well known for her skill in handling the bix "Ex," recently received her 1914 model, a 7 h. p., chain drive. She says that any woman accustomed to out-of-doors exercise will have no trouble in handling the 1914 Excelsior. "Of course," says Mrs. Hillyer, "it is essential that she wear a regular motorcycle costume."



Motorcycle Salesroom in the Herman Bumiller Store, Described Above.

NEW SOUTHERN DEALERS

A new Harley-Davidson agency has been placed in Nashville, Tenn., with Messrs. Nowlin and Moss, well known among the riders of the city, but new to the commercial field. A large assortment of parts and accessories, as well as a stock of machines, is carried in the large and centrally located store. An expert motorcycle repairer has been engaged.

Another agent has been appointed by the Atlanta headquarters of the Harley-Davidson company at Rockhill, S. C. A. F. Ruff is the proprietor of the Rockhill agency, and his territory will include all of York County.

W. B. McNeil, of Merigold, Miss., has just entered the motorcycle field, and will represent the Harley-Davidson. J. J.. Barry, of Vienna, Ga., has contracted with the Atlanta branch to handle the Harley-Davidson in Dooly County, and T. F. Galloway has contracted to handle the "Silent Gray Fellow" in Gadsden, Ala.

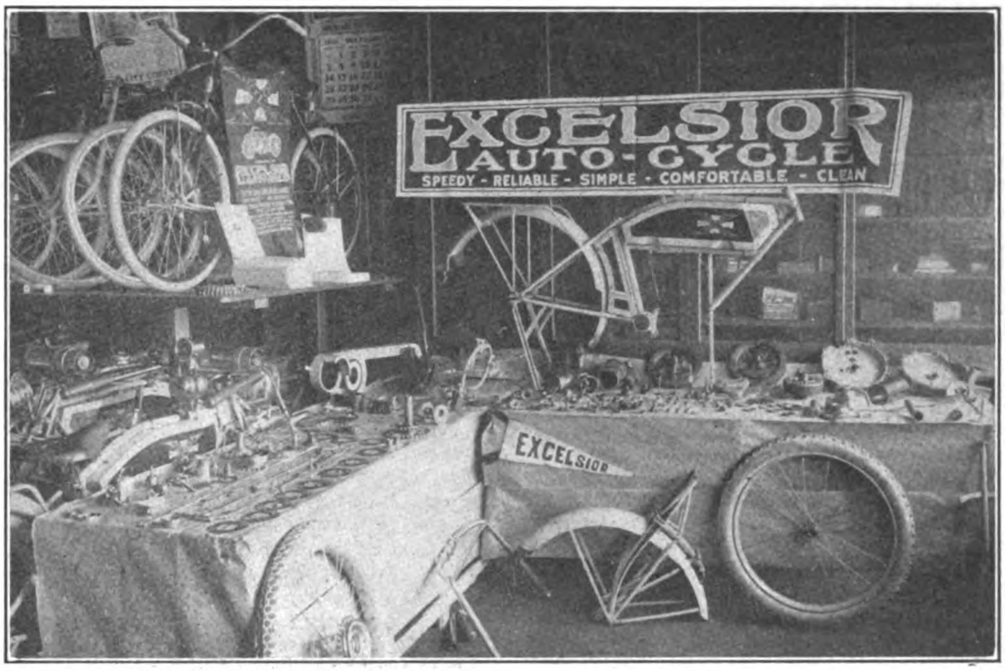
CARRIED A TRUNK OF LITERATURE

Fred Ickler, who represents a well known correspondence school at Staples, Minn., recently surprised his district superintendent by carrying for some distance a trunk full of literature, weighing nearly 150 pounds, on his Harley-Davidson.

"SOME" HILL-CLIMBING

That the Wald Manufacturing Co., agent for the Excelsior machines in Sheboygan, Wis., is a firm believer in the "show me" policy as applied to motorcycles is evident from the manner in which it handled a recent test. In order to demonstrate the general capability of the Excelsior, and incidentally to prove that it is a glutton for load-carrying under adverse conditions, the Wald company arranged a hill-climbing trial on which five men were carried. It is figured that the total weight of the men ran above 800 pounds and that the hill has a 9 per cent. grade, but the Excelsior made the ascent without difficulty. The grade has long been used for automobile and motorcycle tests.

After the successful trial some of the bystanders were so deeply impressed that they argued the Excelsior machine could not be a stock model. Then the Wald company had the motor taken down and spread out for inspection at its headquarters, as shown in the accompanying photograph. The "Doubting Thomases" visited the store in large numbers and went away convinced. "The fact that our motorcycle carried an automobile load up the famous test hill is now the talk of the town," writes the Wald company, which is justifiably proud of its achievement.



This Shows How the Wald Company, of Sheboygan, Wis., Took an Excelsior Apart After a Remarkable Test, to Prove That It Was a Stock Model. See Item at the Left

CROUCH'S ADVERTISING CAMPAIGN

Alvin R. Crouch, the Harley-Davidson dealer at Bloomington, Ill., is conducting a strong newspaper advertising campaign. Crouch has a special installment plan for selling his machines and finds that it pays to announce it through the local papers. Crouch also does a large business in second-hand machines, and he says that much of this was built up through advertising.

THE DAYTON IN UTAH

A new Dayton agency has been placed with Browning Brothers, of Ogden, Utah. The same firm has opened a store in Salt Lake City, where it will also distribute the product of the Davis Sewing Machine Company.

DISTRIBUTOR HURCK'S APPOINTMENTS

John Hurck, distributor for the Indian, with headquarters in St. Louis, Mo., announces the appointment of the following agents; H. D. Reutter, Platt River; Henry Huffman, St. Charles; Palmer & Jones, Columbia; Backker & Son, Fulton; Sullivan Mercantile Company, Sullivan; W. I. Willis, Cape Girardeau, and H. D. Gerhardt, St. Genevieve, all Missouri. Rudolph Schaffer, who was formerly the Indian dealer at East St. Louis, Ill., recently relinquished his agency rights and Hurck is now looking for an agent to represent the Indian in East St. Louis, Madison and Granite City.

BRENNAN OPENS BROOKLYN AGENCY

In order that needs of the numerous Harley-Davidson enthusiasts of Brooklyn, N. Y., might be more adequately taken care of "Busy Bob" Brazenor, the Long Island distributor, has appointed Edward J. Brennan sub-agent, to handle the trade in the Parkville section of the city. Brennan is located at 346 Avenue "O," where he will stock several machines, as well as an assortment of parts and accessories. He is also the Brooklyn agent for Hugo H. Young sidecars, manufactured by the Flexible Sidecar Company, of Mansfield, Ohio. Brennan is an energetic young man, and although he has had no previous experience in the motorcycle agency business, he is an enthusiastic rider, and brings to the Brooklyn motorcycle trade a raft of new ideas for booming the motorcycle business. "I am strong for the service idea," said Brennan, and in this respect he will work in conjunction with Brazenor in giving Brooklyn Harley-Davidson riders top-notch service.

POPE
MOTORS
GOODYEAR

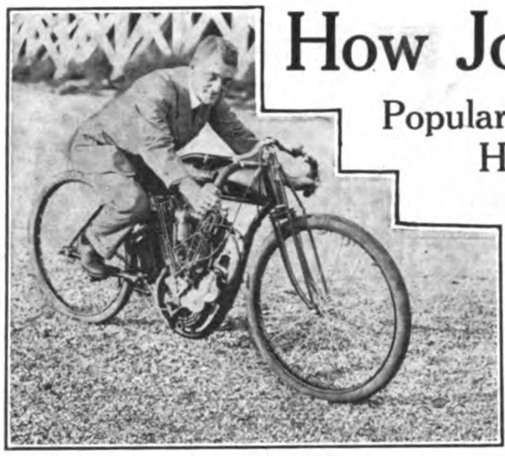
Attractive Store of Updegraff & Burkhart, in Williamsport, Pa. Item at right.

AN ATTRACTIVE AGENCY

"In the first place we consider this a very busy-looking store," writes Advertising Manager Valiant of the Miami Cycle & Manufacturing Company, "and secondly we believe it is worthy of consideration because the proprietors, Updegraff & Burkhart, of Williamsport, Pa., have seen fit to cover the floor with rugs. Rugs are certainly uncommon in motorcycle agencies, and their use is a sure indication that the firm is setting a hot pace in its city." Updegraff & Burkhart handle Flying Merkel and Pope machines in Williamsport. The rider who appears in the center of the photograph is C. F. Pineau, who has achieved prominence as a track rider.

SPECHT IN BIRMINGHAM

Gus Castle, of Atlanta, Ga., manager of the Southern branch of the Harley-Davidson Motor Company, has just returned to the Atlanta headquarters after a brief visit to Birmingham, Ala. His trip to Birmingham was for the purpose of arranging for the opening of a Harley-Davidson agency there. William F. Specht, for a number of years connected with the motorcycle trade in Atlantic City, N. J., is the new agent.



John Hurck on a Racer

How Johnny Hurck Climbed to Success

Popular St. Louis Motorcycle Dealer Made a Modest Start and Had His Ups and Downs But He is Handling Three Hundred Machines For the 1914 Season

By Joe Esler

JOHN Hurck, agent for the Indian in St. Louis, Mo., and adjacent counties, established his business in that city twenty-eight years ago at 307 North Fourteenth street, across the way from the old St. Louis Exposition building. His capital consisted of about $35, of which $20 went for the first month's rent. The old high-wheeled bicycles were in great demand in those days, and after four years in this location Hurck was compelled to seek larger quarters at 209 North Twelfth street. Here he began his motorcycle business. He started out with the Thomas Auto-Bi and the sales consisted of two machines, one for himself and one for his brother.

In 1903 he took on the Indian agency and his sales that year were only two machines. In 1908 he moved to his present location at 109 North Twelfth street, and his contract for 1914 calls for over 300 machines which he will distribute in the city of St. Louis and twenty-one adjacent counties.

Hurck attributes his success to the fact that *Service* always has been the keynote of his business. He carries in stock all parts for the Indian motorcycle for all models from 1908 to 1914, and he will send to the factory for any special part that is ordered.

Adheres to "Service" Policy

An illustration of the service idea in which Mr. Hurck takes a great deal of pride is that he has constructed a special delivery van that can carry a motorcycle and its rider very easily and quickly to his shop for repairs. A short time ago an Indian rider had an accident at Hillsboro, Ill., and called up over the long-distance telephone to the Hurck store. Hurck sent his van and an expert mechanic out and brought the disabled machine and rider to St. Louis, all free of charge.

He pushes the sale of motorcycles for commercial and public service uses, and at the present time he says there are eighteen Indians used by the Bell Telephone Company, twelve by the Police Department, ten by the Electric Light and Power Company and a large number are distributed among the mercantile establishments of St. Louis where they are used for collecting purposes.

Hurck (at Right) and the Late Jake De Rosier. This Photo Was Taken at Springfield (Ill.), in 1907, When De Rosier Was Nearing the Zenith of His Career

Hurck has made a success of the time payment plan in selling motorcycles. He collects one-half of the purchase price at the time of the sale, the balance being distributed over a period of ten months. His losses have been very small, compared with the total amount of business.

A Whole-Hearted Club Booster

In talking about his past business experience Hurck explained that in 1907 the Forecar motorcycle came near putting him out of business. He had lost several thousand dollars when the Hendee company came to his rescue and tided him over to the next year. He then took a partner, A. J. Carpenter, of Cleveland, Ohio. Mr. Carpenter assisted materially in putting the business back on a stable basis, and then withdrew from the firm to engage in another line.

Mr. Hurck was one of the originators of the St. Louis motorcycle club. He stuck with it through all its ups and downs and aided greatly in affecting the consolidation of it and the South Side M. C. Today the greater club is putting forth strenuous efforts to secure the National F. A. M. meet for the Mound City.

Last year Hurck remodeled his store and put in a complete electric charging station. He also installed a Prest-O-Lite service. His repair department is in charge of Fred Frau, who has been with him for several years and who is well posted on motorcycle construction. Clarence Vagedes looks after the office end of the agency.

Hurck's plans for 1914 include establishing agencies for the Indian in all the larger cities of his territory and keeping the service idea before the rider more than in the past.

IN THE PENNSYLVANIA MOUNTAINS

Pottsville, Pa.—There are now three motorcycle dealers in this part of the state, which is indicative of the confidence placed in the sturdiness of the modern motorcycle. All roads here are mountain roads, mostly dirt in various stages of roughness. The average grades around this city are 1 in 2½, and considering this, together with the poor quality of the surfaces, it will be seen that it is a difficult task to sell motorcycles. This is the first year motorcycles have been represented in this vicinity.

Edward Hoke, of Laurel and Twelfth streets, has the Pottsville agency for the Indian, while the Harley-Davidson is handled by the Swalm Hardware Company, of 21 North Center street. The latter reports having sold three two-speed twin Harley-Davidsons and one clutch model twin machine. The other agency is at Palo Alto, Pa., where William E. Coleman handles the Harley-Davidson.

MASLEN SELLS HARTFORD STORE

Philadelphia, Pa.—George S. Maslen, of this city, recently sold his Hartford (Conn.) store and in future will devote himself exclusively to the business in this city. His distributing rights for the Indian have been extended through Delaware and Chester counties, his territory now embracing four Pennsylvania counties. Arthur Brown, manager of Maslen's recently established jobbing department, is making an extensive trip through the east.

A BUSY DAY FOR SWENSON

Again B. A. Swenson, chief of the Indian tribe at Providence, R. I., has broken his sales record. Recently he sold eleven Indians of the 1914 model, one slightly-used machine and a sidecar in one day.

Haywood Brothers, motorcycle and supply dealers, of Hudson, N. Y., recently contracted to handle the Excelsior for 1914.

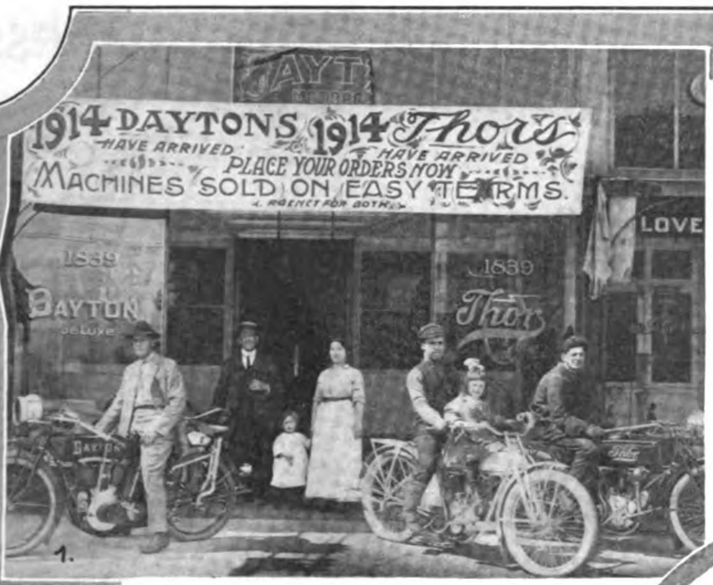
TWO HARLEY-DAVIDSON DEALERS

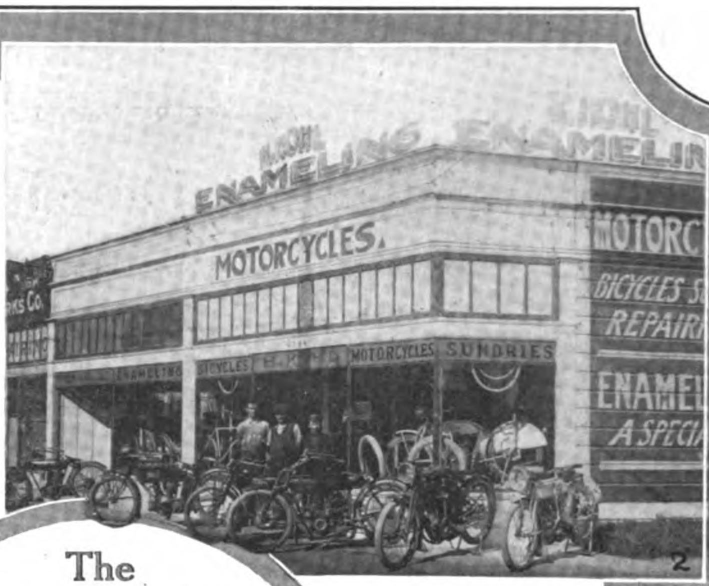
George E. Buss, of 144 West High street, New Philadelphia, Ohio, has been appointed agent for the Harley-Davidson. Another agency for the Milwaukee machine has been placed with the Robinson Vulcanizing Company, 112 East Elm street, Wauseon, Ohio.

INVINCIBLE M. C. SMOKER

All F. A. M. riders in the Metropolitan district, who contemplate participating in the Third Annual Spring run of the Invincible M. C., of Brooklyn, are invited to attend a smoker to be given by the club April 28. All of the club trophies and prizes to be awarded to the winners of the run will be on exhibition, and the members of the committee will answer all questions relative to the run.

E. H. Rehn, of Wapakometa, Ohio, has contracted for the 1914 Excelsior agency.


1914 DAYTONS HAVE ARRIVED
1914 Thors HAVE ARRIVED
PLACE YOUR ORDERS NOW
MACHINES SOLD ON EASY TERMS.
AGENCY FOR BOTH
1839
DAYTON DELUXE
1839
Thor
LOVE
1.


H. KOHL
ENAMELING
MOTORCYCLES.
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REPAIR
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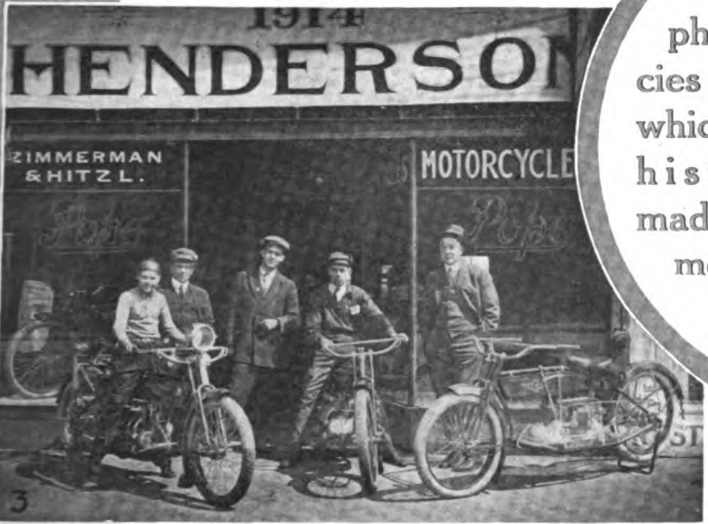
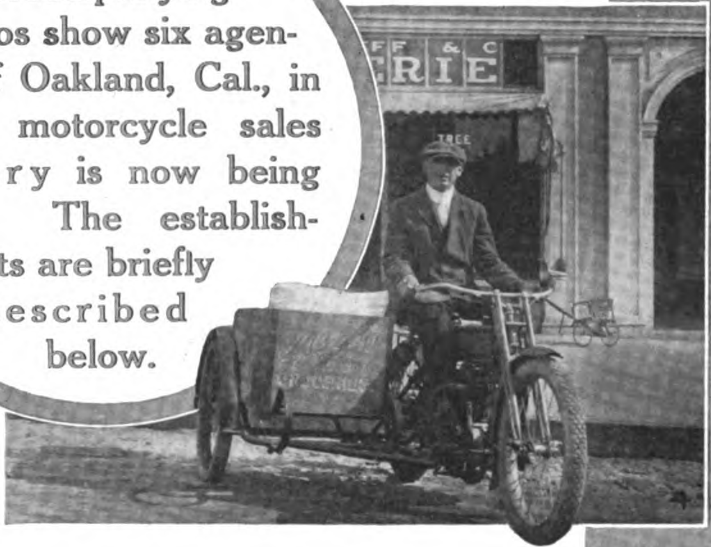
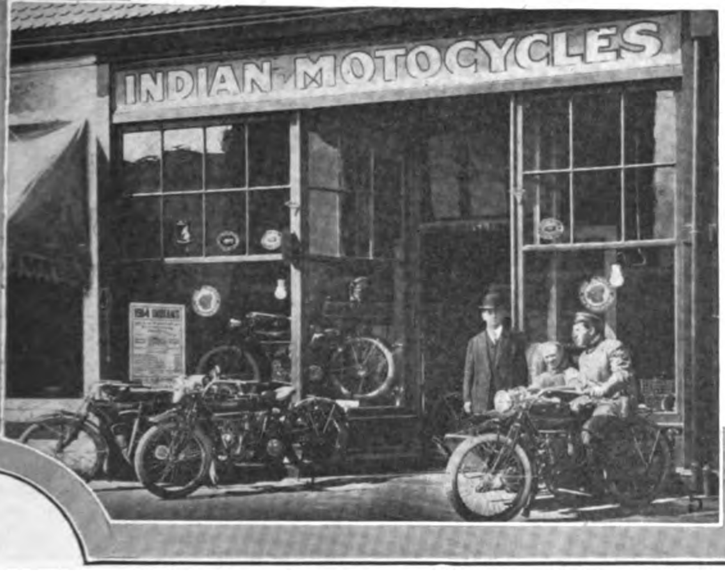
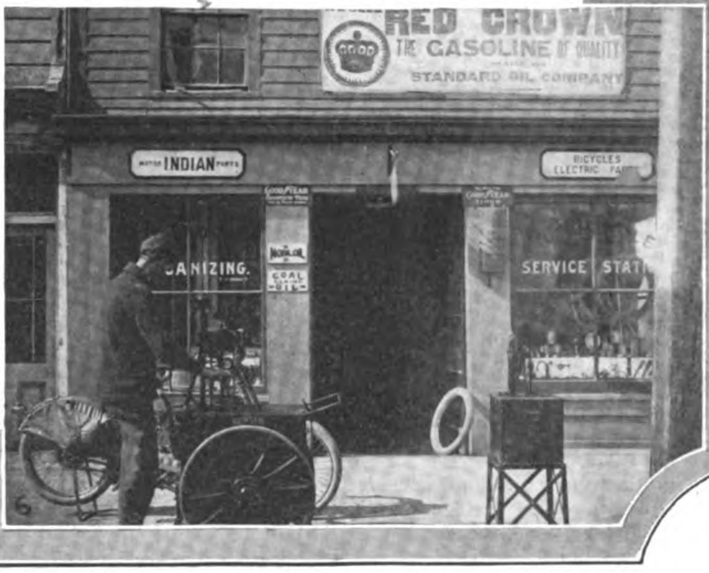
2

The accompanying photos show six agencies of Oakland, Cal., in which motorcycle sales history is now being made. The establishments are briefly described below.


1914
HENDERSON
ZIMMERMAN & HITZL.
MOTORCYCLE
Pope
3




INDIAN MOTOCYCLES
1914 INDIAN
5


RED CROWN
THE GASOLINE OF QUALITY
STANDARD OIL COMPANY
INDIAN
ANIZING.
BICYCLES ELECTRIC
SERVICE STAT
6

Picture No. 1 in the above layout of Oakland motorcycle dealers shows the store front of the Thor, Dayton and Minneapolis agency, of which L. Krohn is proprietor. The shop is located at 1839 San Pablo avenue. Krohn reports a big demand for twin and two-speed machines.

No. 2 shows the largest and most attractive motorcycle, bicycle and supply store in Oakland, located at 2300 San Pablo avenue. It is conducted by H. Kohl, who makes a specialty of selling second-hand machines.

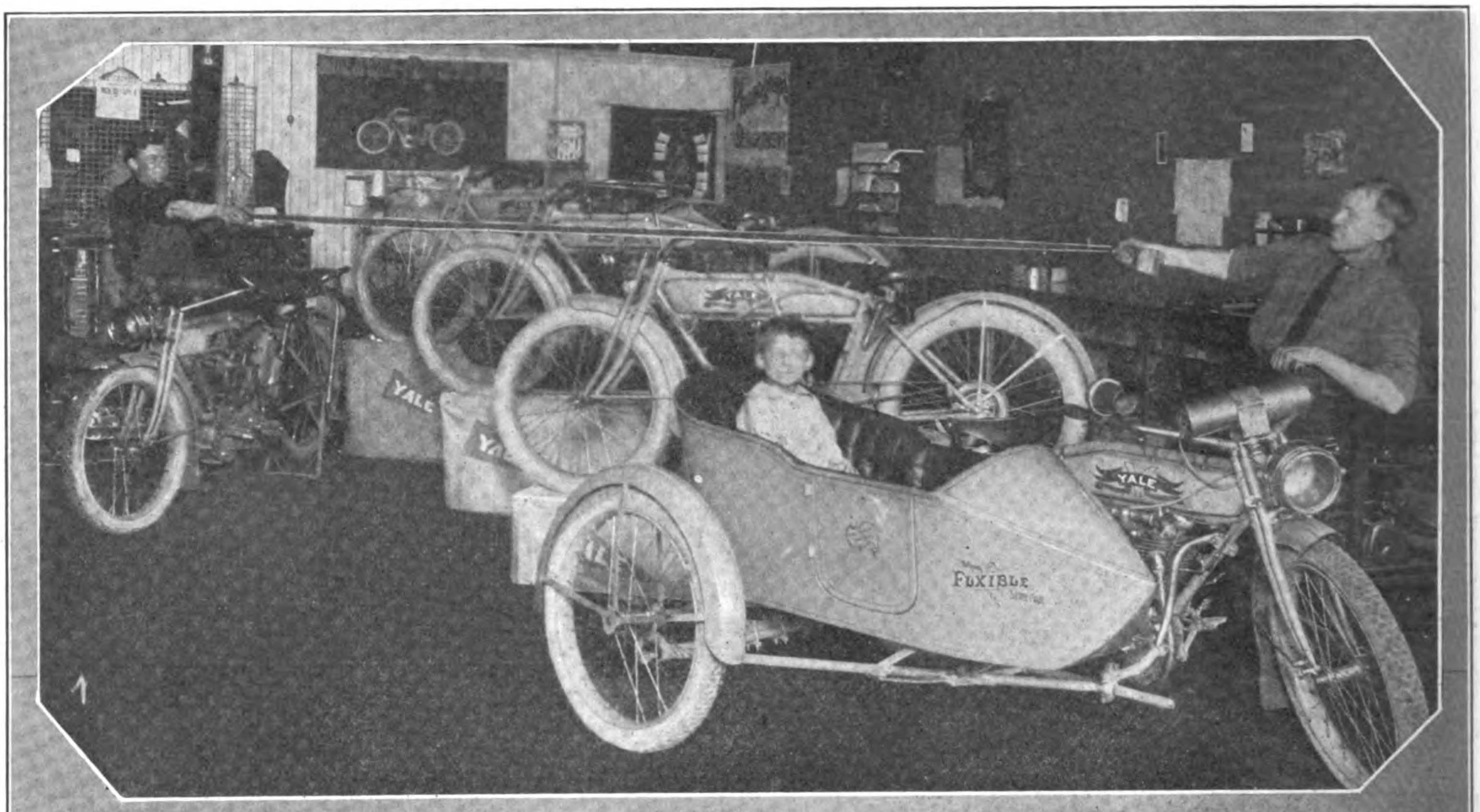
Henderson and Pope machines are handled by L. C. Zimmerman and H. Hitzel, whose store is seen in the third picture.

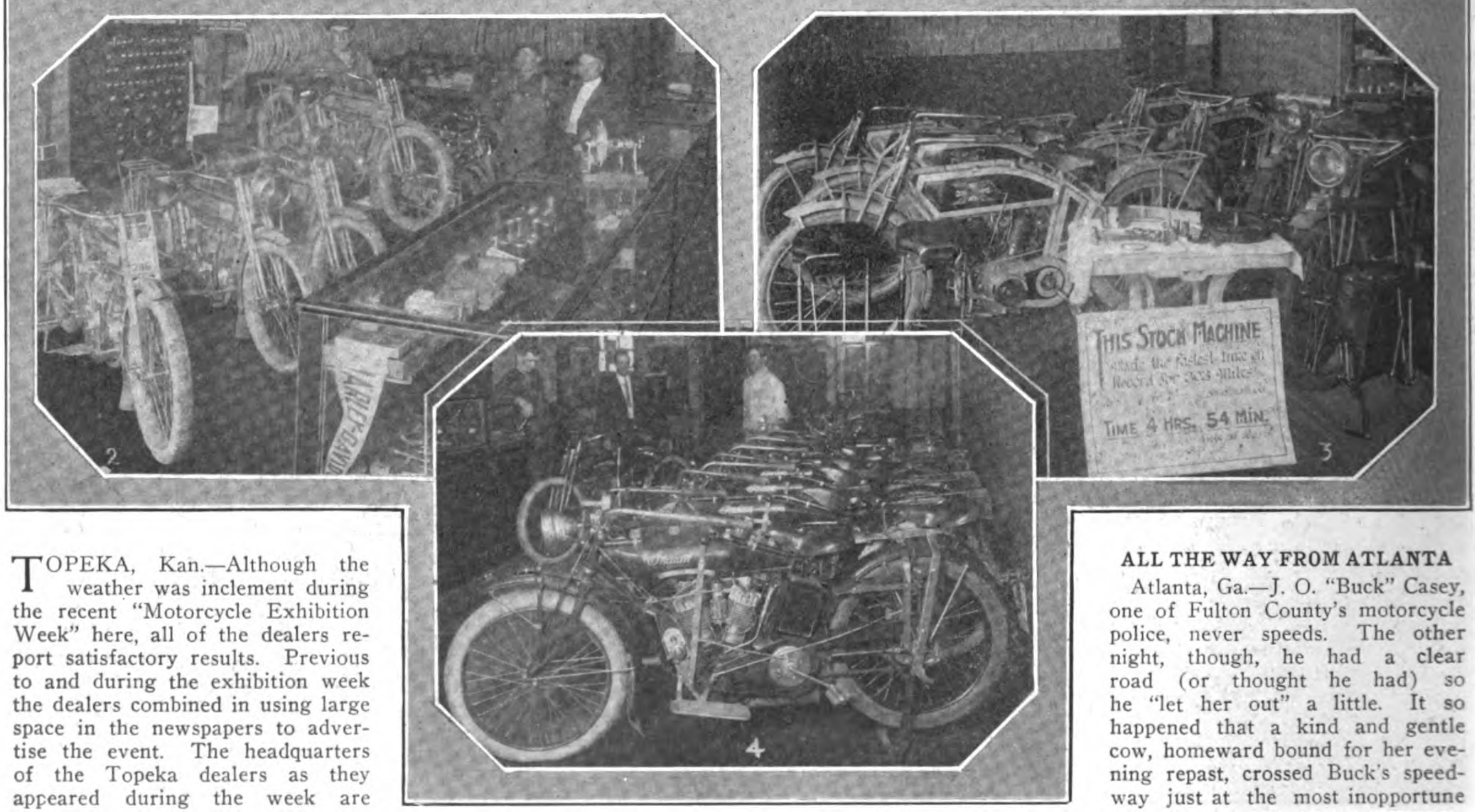
Picture No. 4 shows H. H. Drotleff, who conducts a large grocery business in Oakland. He uses the Harley-Davidson motorcycle and delivery van shown for delivery purposes.

E. F. Rose, whose shop is seen in the fifth picture, sells Indian machines at 1731 San Pablo avenue. Rose is one of the oldest dealers in the city and has a large following.

The Standard Tire & Electric Company, of 1201 East Twelfth street, whose store appears in the last photo, specialize on electrical work and vulcanizing. M. Deach and MacMullan, the proprietors, are also subagents for the Indian.

Displays of Topeka Dealers During "Exhibition Week"





TOPEKA, Kan.—Although the weather was inclement during the recent "Motorcycle Exhibition Week" here, all of the dealers report satisfactory results. Previous to and during the exhibition week the dealers combined in using large space in the newspapers to advertise the event. The headquarters of the Topeka dealers as they appeared during the week are shown in the photograph.

Picture No. 1 shows the store of the J. C. Harding Company, who represent the Yale. M. E. Harding is manager of the motorcycle department. The exhibit of Harley-Davidson machines at the headquarters of the Shawnee Cycle Company, is seen in the second picture. No. 3 shows the Excelsior display at the store of the Excelsior Cycle Company. The Excelsior ridden by Bob Perry, winner of the recent 300-mile race at Savannah, Ga., was exhibited. The Flying Merkel and Indian machines were featured at the headquarters of the Central Cycle Company, whose store is shown in the fourth picture.

ALL THE WAY FROM ATLANTA

Atlanta, Ga.—J. O. "Buck" Casey, one of Fulton County's motorcycle police, never speeds. The other night, though, he had a clear road (or thought he had) so he "let her out" a little. It so happened that a kind and gentle cow, homeward bound for her evening repast, crossed Buck's speedway just at the most inopportune moment.

Buck bucked her amidships, and for a few minutes there was a fine mess of scrambled cow, Buck and Pope twin.

List of casualties—the Pope, none; Buck, ruffled temper and some lost cuticle; the cow was most seriously affected and has been giving skimmed milk ever since.

Questions & Answers

OHIO LICENSE

Can you tell me what the license fee for a motorcycle in Ohio is and to whom I should apply for one?

Continental, Ohio. Henry E. Roy.

The license fee for a motorcycle in Ohio costs $3 and is obtainable from the Secretary of State at Columbus. Two tags must be displayed. See the *Motorcycle Manual* for further details as well as the license requirements of other States.

SPARKING ACTION IS O. K.

I am fitting a Splitdorf coil to a twin motor that I am building, but find that the spark occurs in both cylinders at the same instant with the coil. Should this be the case? Will it interfere with the proper operation of the motor?

J. W. Force.

Belvedere, Ill.

The coil in question is designed to pass a spark at both plugs at the same time, thus doing away with a timer or like device. Now, there will be little difficulty about this on your motor; when one cylinder is ready to fire, the spark will pass across the gap in the plug on that cylinder and the spark will occur in the other during or near the end of the exhaust stroke. This will not affect the running of the motor in any way. Practically all the coils for twins are arranged in that fashion.

KEEP BATTERIES DRY

I ride a battery-ignited single machine, which I think is too hard on the dry cells, as they last only a week in most cases. The batteries are often very wet in the case. Would this cause the trouble?

Lake Benton, Minn. Jens P. Dahl.

We think that you should first look over the wires to see if there is any leakage of the current there. The fact that the batteries become wet will show that some current is wasted away through leaking along the wetted part of the batteries. A moist dry battery will lose a lot of its current, so find out the cause of the wetting and cure it. Next see that all the wires are good and that the insulation is not broken or rubbed, and we feel sure that you will find the new batteries will last longer than a week or two.

WORN VALVE GUIDE

The guide for the exhaust valve on my motor has become badly worn and it is now so large that I think that the valve will not often seat properly. Will I have to get a new cylinder or can I have it fixed up in some way? Louis Edris.

Earl Park, Ind.

You can have the guide bushed with bronze or some bearing-metal by a good automobile repairman, or you could have a new guide made and welded in place of the old one, either by oxy-acetylene welding or some such process. We do not know what the cost would be, but in the long run you had, perhaps, better have a new cylinder. Inquire in your own city for terms and compare them with the catalogue price of a new cylinder.

THE JERSEY LICENSE

To whom do I apply for a motorcycle license for New Jersey. Is a license required in New York State?

New York, N. Y. "Mutual Actuary."

The Commissioner of Motor Vehicles at Trenton, N. J., should be applied to for a New Jersey license, which costs $2 per year. You might, however, be able to obtain one, without recourse to the commissioner, from the Bureau of Tours, Automobile Club of America, 54th street, near Eighth avenue, New York, in a much shorter time. There are at present no licenses necessary for motorcycles in New York State. Any legislation in this direction will be reported in this magazine as soon as it is brought up.

MAKERS OF STATIONARY ENGINES

Kindly give me the names of some makers of stationary and marine gasoline engines in my vicinity. I am a motorcyclist and intend to purchase a hull and fit a motor in it this summer in order to spend some time on the water. Jason Phelps.

Boston, Mass.

For motorboat engines we refer you to such publications as *The Motor Boat*, 110 West Fortieth street, New York. We give a short list of makers of stationary engines: Vanguard Engine Company, 18 Tremont street, Boston; Palmer Bros., Cos Cob, Conn.; Nichols Power Co., Stamford Conn.; Fairbanks, Morse & Co., Boston; Remington Oil Engine Co., Stamford, Conn. You will notice that only two of these are in Massachusetts.

WORLD'S RECORDS, ETC.

To settle a dispute, please inform us if there are any world's records on motorcycles. Have American machines ever competed abroad and won, and if so are their records world's records? What is the best time ever made with a 30½ cubic inch belt machine?

Newark, N. J. Chris. Enders.

It is generally understood, in first-class sports, that world's records involve open international competition to be recognized. Thus, the records in the Olympic Games are world's records, but the record made by a college athlete running against other collegians, even if bettering an Olympic records, would not be a world's record by any means. The present competition governing motorcycle body, the F. A. M. recognizes no world's records, and few European-made ones, hence there are only American records. These are given in the *Motorcycle Manual* under the official heading.

American machines, of Indian make, have competed abroad in the Tourist Trophy races in the Isle of Man, G. B., and in some continental events. The Tourist Trophy event was won by the Indian rider, Oliver C. Godfrey, an English professional, in 1912. No world's records were set up during the races.

The best time for a 30½ cubic inch belt machine is 67.28 miles per hour, made by G. M. Stanley, riding a Singer on Brooklands track, Weybridge, England. This time was slightly bettered by a (rated) 2¾ special Douglas—A. B. C. with steel cylinders and special frame.

TIMING THE VALVES

I recently stripped a gear in the distribution train on my motor and on obtaining a new gear, I found that there were no timing marks on it. There are the regular marks on the other two gears, but I do not know how to set the exhaust valves for the proper speed as the gear train is now fitted. Please let me know how to set the cams, etc. My motor has a bore and stroke of 3¼ and 3 43/64 inches and is a twin.

Auburn, N. Y. John X. McBean.

With your motor the exhaust opens about 18 degrees before the lower firing dead center is reached and closes at upper dead center. The 18 degrees corresponds to about ⅞ of an inch on the stroke and is measured on the flywheels and crank *before* the dead center is reached. If you set one exhaust valve, the other will be all right. Set that for the rear or Number 1 cylinder always. For the inlet valve, it opens on upper dead center and closes on lower dead center. On your motor, the setting of the exhaust cam and gears automatically sets the inlet valve properly at the same time. The ignition should be set as per the directions accompanying the machine.

You do not state which magneto you use. We refer you to the *Motorcycle Manual*, in which valve setting is treated as well as the matter of magneto setting, etc.

MISFIRES ON OPENING THROTTLE

MY 7 horsepower twin misfires when I open the throttle, especially at night. It tends to choke and often stops altogether. Adjusting of the air valve does not seem to help the trouble any. Can you assist me?

Glen View, Ill. JOHN C. RUGEN.

First see that there is no carbon in the cylinders, removing the heads to clean them. Next, dismount the carbureter and clean the gauzes, also the jet openings in the "rose" or multiple-jet used for ordinary and speed running. You will probably find some dirt in the openings or in some passage leading to the jet from the float chamber. Examine the latter also to see that the needle-valve seats properly and that its passages are not partly clogged. See that the joints between the inlet pipe and domes are tight and use a strainer the next time you purchase gasoline. Dirt is the probable cause of the trouble, unless your cables or magneto are not in good order. See the *Motorcycle Manual.*

MOTORSHAFT PLANETARY

CAN you tell me where I can get a planetary two-speed gear which can be fitted to the motor shaft of a belt driven machine. I ride a Pope 30½ cubic inch single.

Los Angeles, Cal. C. C. FRALEY.

There are none made at present, but you might be able to get an N. S. U. two-speed gear of old model. This would cost about $40 and might have to be machined to fit the motor, or a new shaft made for the motor to fit the gear. The N. S. U. is the best known two-speed gear in the motorcycling world, and has been used more than any other. It is no longer handled here, but you might be able to get one from one of the big accessory houses, like the Motorcycle Equipment Co., Hammondsport, N. Y. George P. Jenkins, of 312 Amsterdam avenue, New York City, has one or two new models of the N. S. U. gear in his possession, and you might write him. We know of no one on the Coast to whom we can refer you in this matter.

LUBRICATING TWO-SPEED

SHOULD cylinder oil be used for lubricating my dog-clutch two-speed? I have heard that graphite and oil or graphite and grease is superior to plain oil and would like to know if this is so.

"UNIT POWER PLANT."

Superior, Wis.

Opinions differ as to the best lubricant for a dog-clutch two-speed gear. Usually, a special lubricant is recommended. Sometimes this is a non-fluid oil, sometimes a grease alone and again it may be grease and oil. Cylinder oil, if thin enough, is naturally a good lubricant, but it is perhaps better to use a special "transmission oil" rather than the regular motor article. We suggest that you communicate with the Vacuum Oil Company, 26 Broadway, N. Y., or some of its branches for information on this subject, and with the International Acheson Graphite Co., Niagara Falls, N. Y., or the Jos Dixon Crucible Co., Jersey City, N. J., on the subject of graphite and oil or grease.

REDUCING COMBUSTION CHAMBER

I PURPOSE reducing the size of the compression chamber of each cylinder of my motor and wish to know if I will be able to get more speed out of it by so doing. Would you advise me to do this?

Boston, Mass. ARTHUR J. DAUGHERTY.

In reducing the volume of the compression chamber you increase the compression pressure. This means that if a reduction is made to a slight degree, the power of the motor may be increased and the speed may also be increased somewhat. But if the volume of the chamber is reduced too much (enough to raise the compression too high) the result will be satisfactory running at only one speed, and too great a tendency toward backfiring or pre-ignition. This evil may result in bent or broken shafts, or connecting-rods, or even a blow-off of some portion of the cylinder heads. Therefore, it is not always advisable to increase the compression pressure of a motor for the sake of a little extra speed.

A pressure of 80 pounds (warm) is about the limit for an air-cooled motorcycle motor. Greater than that makes for pre-ignition, etc.

CALCULATING GEAR RATIO

WILL you tell me how to ascertain the gear ratio on a Thor or other "undergeared drive" machine. If the rear sprocket has 32 teeth and the clutch sprocket 30 teeth, what would be the ratio?

W. D. MILLER.

Rardin, Ill.

To obtain the gear ratio on an undergeared drive machine, first find the number of teeth in the engine shaft pinion and those in the undergear. Next proceed as follows: Multiply the number of teeth on the pinion by the number of teeth on the clutch sprocket. Call the result A. Then multiply the number of teeth on the undergear by those on the rear sprocket, calling this result B. Divide A by B and get the gear ratio.

The gear ratio with 30 and 32-tooth sprockets would depend on the number of teeth in the undergearing. Thus if the engine pinion had 16 teeth and the undergearing ring had 55 teeth, the result A would be 16 x 30 or 480. Result B would be 55 x 32 or 1,760. Dividing A by B you would get 3.66 or 3⅔ to 1 gear ratio.

PARTS FOR THE M. M.

WHERE can I get parts for a 1910 M. M. twin, and could I get this motorcycle overhauled to any advantage?

JOE H. RIES.

Canoll, Iowa.

Parts for the M. M. machines can be obtained from the Sterling Motor Company, Brockton, Mass., the successors of the American Motor Company, of that city, who made the M. M. machines. Otherwise, communicate with George P. Jenkins, 312 Amsterdam avenue, New York City, who has a huge collection of parts for every model of M. M. machines ever put out. We think that you would have a most satisfactory machine after overhauling your mount, as the M. M. motorcycles are long-lived. We know of such machines that are still running since their first appearance in 1906 and 1907.

ETHER IN FUEL

IS the practice of putting ether in the gasoline a harmful one? 2—Could carbon bisulphide be used with the same results as ether and is this substance explosive?

LUCIUS E. SMITH.

Gorham, Kan.

Ether in gasoline assists the charge to burn more rapidly than with gasoline alone. It may or may not affect the motor unfavorably according to the quantity used, and if much is put in a slight increase in power can be noted in the performance of the motor. On the other hand, in legitimate competition, the use of ether is neither permitted nor is it sportsmanlike, as it gives an unfair advantage to the user as compared with others who use "straight" fuel. It is generally the standby of the board-track rider and the "slick" rider of a hybrid stock machine. We cannot recommend it for ordinary use, as the fumes might overpower the rider if too much was used.

2—Carbon bisulphide we cannot recommend for use in the motor. It may act the same as ether under the proper conditions, but the same remarks apply to it as to ether, which has been discussed above. Use a good grade of gasoline and leave the "dopes" to the other fellow.

MADE IN PITTSBURGH

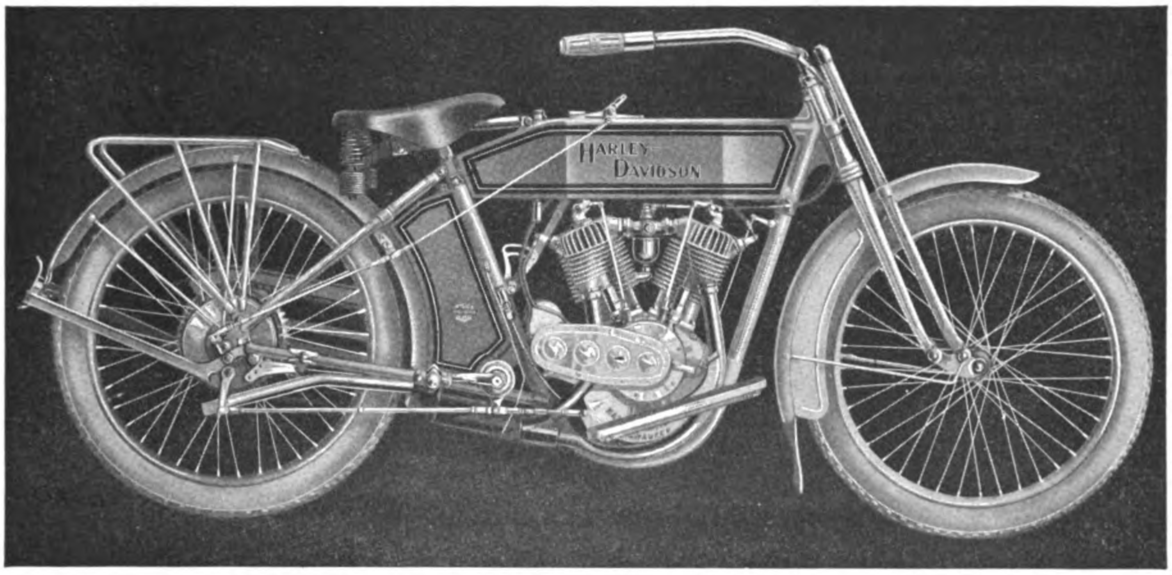
I HAVE a headlight of American manufacture on my machine, and recently cracked the glass reflector. The name on the mirror is "Macbeth, Pearl Glass," and I would like to know the name of the maker and where he is located so that I can send for a new one.

L. N. VINE.

Rugby, England.

The reflector is made by Macbeth, of Pittsburgh, Pa., U. S. A. He is one of the largest makers of reflectors, lamp chimneys, etc., over here. We regret that you have not sent us the name of the maker of the lamp in addition, as we could then have gotten them to communicate with you at once. In future kindly make your inquiries as full as possible. Your agent or factor should

(*Continued on page 56.*)



214 Harley-Davidson

dealers requested contract increases during March.

58 of these dealers have already sold their entire original contract allotment.

It is our sincere belief that the 1914 Harley-Davidson line offers more to riders and more to dealers than any other.

We can still take on dealers in towns where the Harley-Davidson is not represented and we believe that such dealers will profit by getting in touch with us.

Harley-Davidson Motor Co.

Producers of High-Grade Motorcycles for More Than Twelve Years

693-C Street **Milwaukee, Wisconsin**

(*Continued from page* 54.)

be able to supply you with a new one in just about the same time that it would take you to get one direct from the makers.

SPARK SETTING CORRECT

I FIND difficulty sometimes with regard to the sparking of my magneto-fitted motor, especially when using it with a tandem passenger. Although I have followed the instructions of the dealer from whom I bought the machine as to keeping the spark fully advanced, I find that the motor knocks unless I retard it slightly. Then it runs finely. Is there anything wrong with the setting of the magneto?

Brooklyn, N. Y. ANDREW RIBAULT.

We would hardly call this a difficulty, but you are experiencing a phenomenon that is very infrequent with high-tension magnetos of the present day. While most of these machines operate best on a fully-advanced spark, there are some that work best at slight retard. This retard is only a very slight one and the difference between it and the full advance means setting up knocking. You undoubtedly have one of these magnetos, and we advise against changing the timing if the machine runs as well as you say.

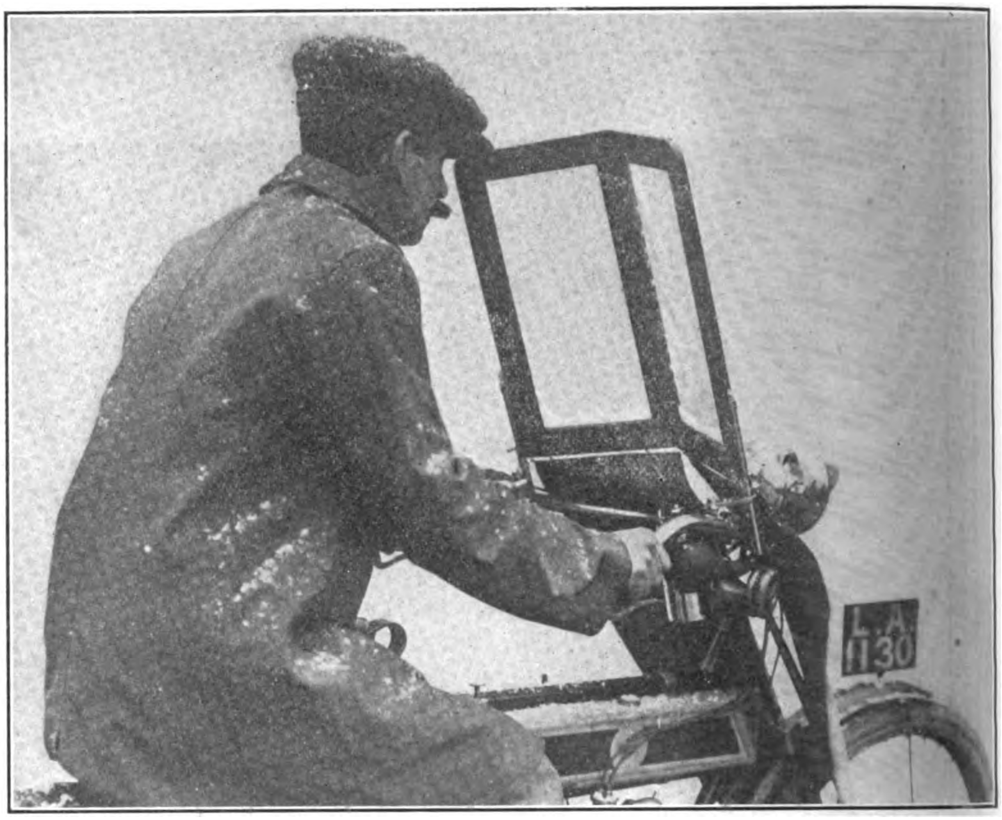
ACETYLENE TANKS

WHAT kind of absorbent material is used in compressed acetylene tanks? Must acetone be put into the tank every time that the latter is charged with acetylene, and if so, how much is put in?

HARRY GEIGER.

Bluffton, Ohio.

In general, the acetylene absorbed in acetone is sent into the tank, which is fitted with cellulose or some other material of the same nature. The tanks are recharged by special apparatus at one of the manufacturer's charging stations and you need not concern yourself about what proportions of acetone and acetylene are used, unless you desire to go into the business yourself. The charging station does all that for you. Usually, the amounts of each substance used are kept secret to a certain extent.



FORECARS, ETC.

CAN you give me the name of any local dealer that can supply parts or import parts for the Fabrique Nationale forecars?

Princeton, N. J. DOCTOR RAYCROFT.

These forecars have not been made since 1909 or 1910, and were originally produced by Mills-Fulford, Coventry, England, for the Fabrique Nationale of Belgium. Earl Ovington was the agent for both makes of goods in 1909 and he is not now in the motorcycle business. You might be able to get parts from H. A. Gliesman, 1777 Broadway, New York, but you would probably have to import them, either direct or through him in the long run. It might be cheaper in the end to have the parts made up by hand.

AN ENGLISH WINDSHIELD

From England comes the accompanying photograph illustrating an ingenious windshield designed by a rider of Illford. It is V-shaped and easily attached to the handlebars. The expense of making the shield is small and the device is adaptable for use on the sidecar as well as the motorcycle.

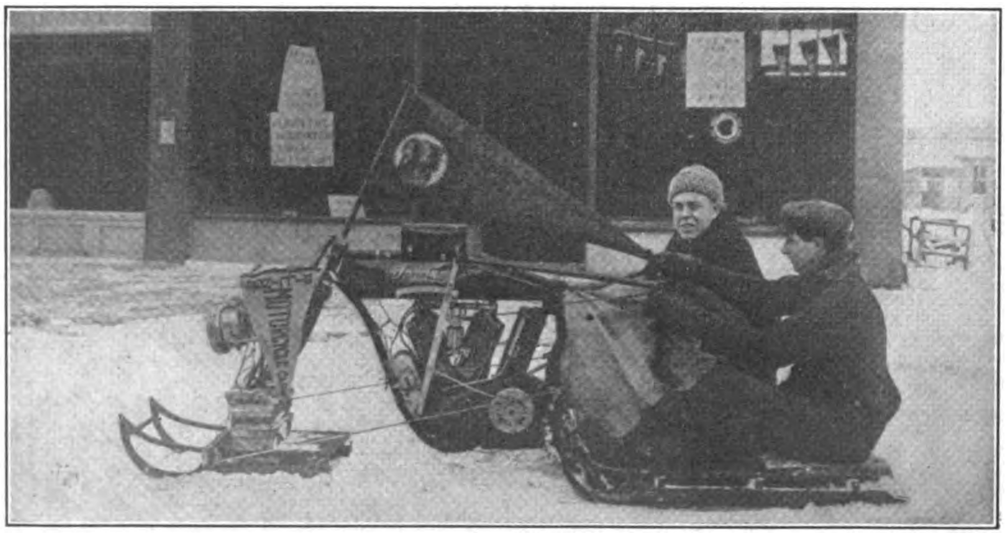
SINGLE IS POWERFUL ENOUGH

I AM contemplating purchasing a motorcycle, and have my eyes on a twin-two-speed machine. Unfortunately, I am not in a position to get the twin, and wish to know whether a 5 horsepower single with two-speed gear will be amply powerful to carry a passenger on the tandem over ordinary country roads. Is there much extra expense in using a twin machine as compared with using a single, and how long ought either model to last if carefully handled?

C. R. SEEL.

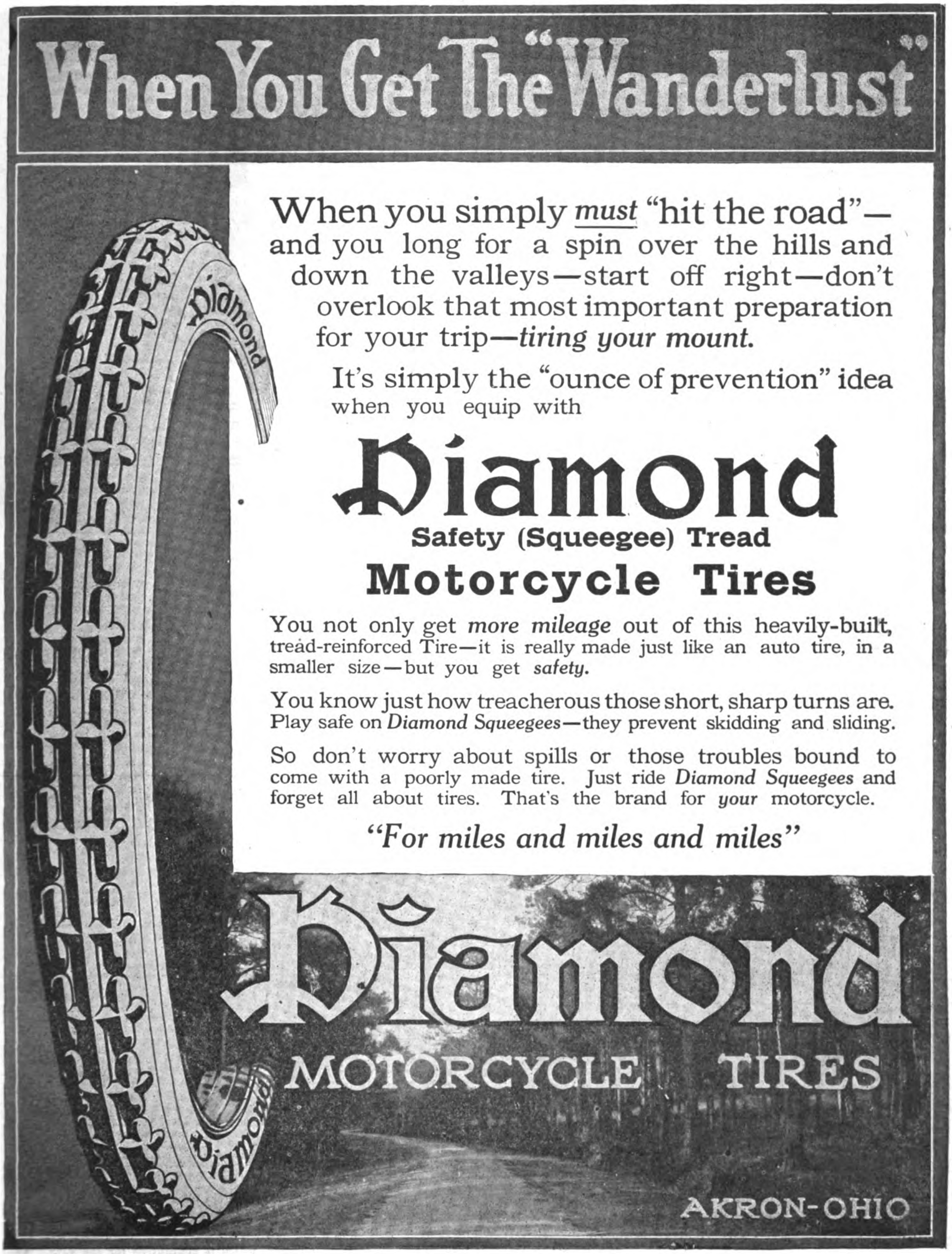
Benton Harbor, Mich.

A single 5 horsepower machine will carry you and your passenger with considerable to spare over ordinary roads, while with the two-speed gear, almost any roads can be successfuly negotiated. We know of riders who use a 3½ horsepower single with clutch for tandem work with success, and over very poor roads in this part of the country. A two-speed machine will usually be able to traverse worse roads than one fitted with a clutch only. As regards expense of the big twin and the single, the former naturally consumes more fuel, especially as it usually has twice the power of the motor of the latter, and the same is true of oil. Otherwise, there is not much difference unless you have poor luck with tires. A good motorcycle, twin or single, should last at least three years, with an overhaul every year. These overhauls generally mean only an adjustment of the bearings, etc., and do not involve a rebuilding of the machine at all.



ANOTHER MOTOR-BOB

Rob Robb and Earl Myers, members of the Hendee clan of Billings, Mont., are seen in the accompanying picture on their motor-bob. Robb is at the left to the front. With the motor-bob, which is constructed from a 1913 Indian, the Billings riders have attained a speed of 45 miles an hour.



When You Get The "Wanderlust"

When you simply *must* "hit the road"—and you long for a spin over the hills and down the valleys—start off right—don't overlook that most important preparation for your trip—***tiring your mount.***

It's simply the "ounce of prevention" idea when you equip with

Diamond

Safety (Squeegee) Tread

Motorcycle Tires

You not only get ***more mileage*** out of this heavily-built, tread-reinforced Tire—it is really made just like an auto tire, in a smaller size—but you get ***safety.***

You know just how treacherous those short, sharp turns are. Play safe on *Diamond Squeegees*—they prevent skidding and sliding.

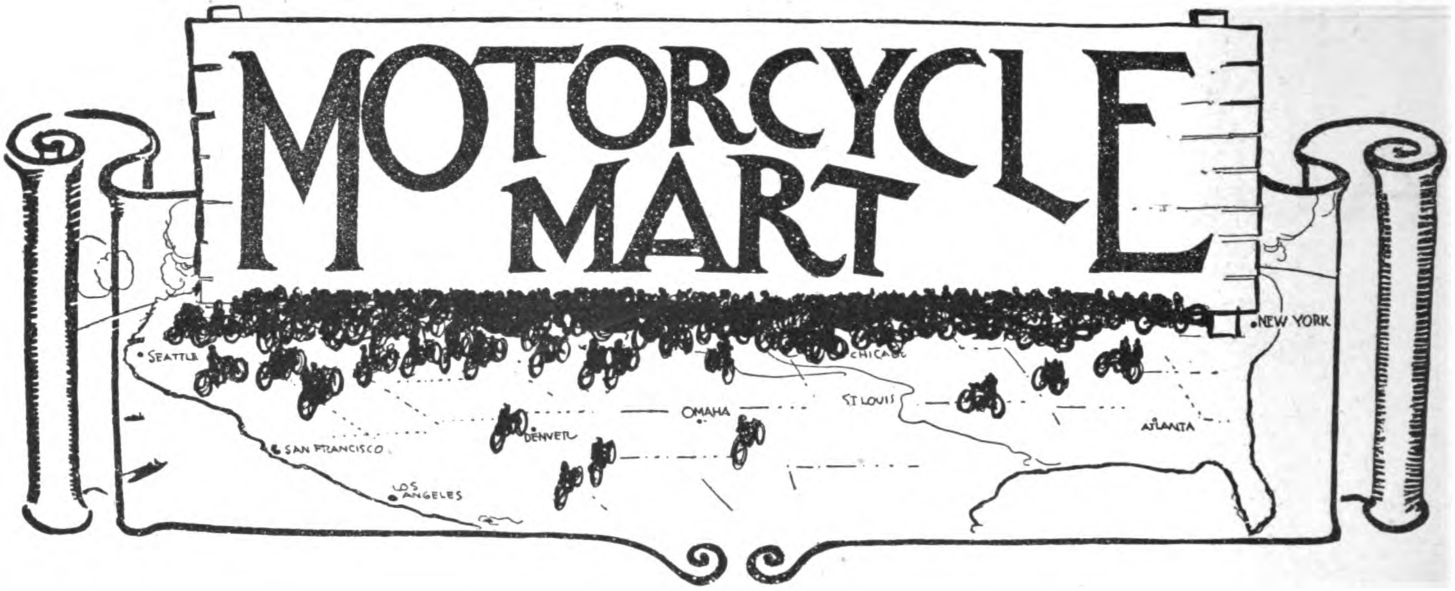
So don't worry about spills or those troubles bound to come with a poorly made tire. Just ride *Diamond Squeegees* and forget all about tires. That's the brand for ***your*** motorcycle.

"For miles and miles and miles"

Diamond

MOTORCYCLE TIRES

AKRON-OHIO



Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

FOR SALE—1913, Excelsior, 7 h. p. twin, $125 to quick buyer; 1215 Haddon avenue, Camden, N. J.

FOR SALE.—1912 Indian 7 h. p. twin, like new, $135; 1913 Excelsior 7 h. p. twin, good shape, $135; 1912 M & M 4 h. p. single, looks like new, $65; 1912 Indian 4 h. p. single, looks like new, $100, and many others. Ward Brothers, 212 Broadway, Camden, N. J.

WILL SELL my Excelsior single 11, belt motorcycle for $70; good condition. P. Wallace, 1129 Olive, St. Louis, Mo.

FOR SALE.—Indian, 2¾ h., just from factory; all moving parts new, including bearings, spokes, one rim, mudguard and stand; total overhauling amounted to $55.03; machine in perfect condition; want new model; price, $85, if taken at once. C. N. Sneed, Dry Fork, Va.

TWO F-N motorcycles are being held for duty and can be had upon payment of the duty, which amounts to about $150. The machines are new, in first-class condition, and together they are worth fully $600. This is a rare bargain. If interested, write L. F. P., care MOTORCYCLE ILLUSTRATED, 51 Chambers St., New York.

POLICE MACHINES.

We have secured twenty-four nineteen thirteen machines from the Detroit Police Department. Extra fast, splendid condition. Bargain prices while they last. Write at once for lists. Detroit Motorcycle Sales Co., 9 Selden Ave., Detroit, Mich.

FOR SALE—1911 twin Indian, first class condition, clutch, Bosch magneto and cutout, luggage carrier and good tires, price $75. Also cyclecar running gear, $5. C. A. Lounsbury, Springdale, Conn.

FOR SALE—Nine horsepower 1913 twin Monarch and sidecar. Equipment includes exhaust and bulb horns, large lamp, Prest-O-Lite tank, etc. A handsome machine and most powerful stock motorcycle manufactured. Positively ridden less than 200 miles. Owner physically unable to ride. Cost $850, sell complete for $225, or without car $210. Send $25 with order, balance, C. O. D. Penn Motor Supply Co., 5900 Penn avenue, Pittsburgh, Pa.

FOR SALE.—$100 1912 Indian twin 7, equipped with auto lamp, Presto tank, exhaust whistle, luggage carrier. Good condition. A. F. H., MOTORCYCLE ILLUSTRATED, 51 Chambers St., New York.

GREAT BARGAINS in Excelsiors, Harleys, R. S., Merkels and Hendersons; belt and chain. Mayo, the Motorcycle Man, Reading, Pa.

FOR SALE.—My 7 h. p. twin Indian, in perfect condition, with luggage carrier, new tandem spring seat, all tools, in absolutely perfect condition. Price, $185. Write quick. W. H. Moore, R. 2, Rome, N. Y.

FOR SALE.—1911 Reading Standard. Just overhauled. New rear tire. Condition splendid in every respect. A real bargain for someone. Owner buying twin. First check for $95 takes it. Edwin A. Hall, Box 152, Dansville, N. Y.

REAL BARGAIN.—Late 1913 Excelsior single. Used only 2 months, on Sundays; run 250 miles. Positively guaranteed just like new. Well worth $175. Must sell on account of my health. Great bargain at $110 C. O. D. Write P. B., Box 151, Dearing, Ga.

1913 INDIAN, two speed, twin cylinder, list $325; tandem att., $18; Presto tank, $10; Solar lamp, $8; Klaxon horn, $10; puncture proof tubes; was run only 400 miles; will sell for $250; this is almost a new proposition. H. B. Howell, P. O. Box 542, Lancaster, Pa.

MISCELLANEOUS

WANTED.—Two-speed twin Indian. Must be in first-class condition. State price and full particulars first letter. W. H. Patton, P. O. Box 164, Hancock, Mich.

WANT to trade single cylinder motorcycle for good typewriter. Address Lea J. Hyer, Cuyler, N. Y.

WANTED.—Motorcycle motor, 4 to 5 single, belt drive. Price must be low. Address Box 204, Osgood, Ind.

WANTED.—Experienced motorcycle repairman. Address A. H. Patterson, 1080 Bedford Ave., Brooklyn, N. Y.

WANTED.—Salesmen for side line or full time. This is an unusual opportunity for but one man in each locality. Free particulars. Send for sample outfit. Easily clear $7.50 per day selling to dealers and consumers. Write today. Morgan Mfg. Co., Dept. R., Newport, R. I.

GET our plan for monogramming automobiles and motorcycles by special transfer method. Motorists' Accessories Co., Ashland, O.

AGENTS WANTED for Brooklyn, Long Island and Staten Island for the Jefferson motorcycle, "the fastest machine on the road." Call or write for proposition. Gotham Sporting Goods Co., 57 Warren street, New York.

DEALER'S CARDS, Etc.

AN ADVANCE SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

GUS ROTHOLZ, agent for Indian and Excelsior, 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2887.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributors, 94 St. Nicholas avenue, New York. Special!!! Luggage carriers to fit only 1913 and 1914 Yale motorcycles, $2.50 cash with order.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge). Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

WE ARE AGENTS for Pope motorcycles and Simplex sidecars. Riverside Motorcycle Garage, 533 W. 110th street, near Broadway, New York.

T. J. SIXSMITH, expert repairing; New York agent for Excelsior motorcycles. 203 W. 100th street, New York. Telephone, 8861 Riverside.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

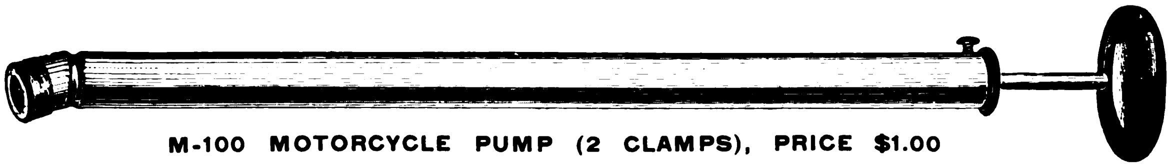
EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 312 Amsterdam avenue, New York City, Eastern distributor.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO.—Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City. Tel. 7903 Schuyler.

A GOOD PUMP AT LAST!!

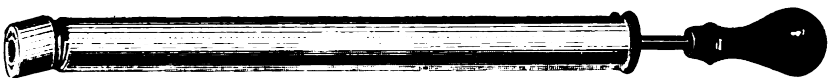
AUSTIN PATENTED Motorcycle and Bicycle PUMP


1-3 Actual Size

M-100 MOTORCYCLE PUMP (2 CLAMPS), PRICE $1.00

NO TUBE CONNECTION

NO LEAKY JOINTS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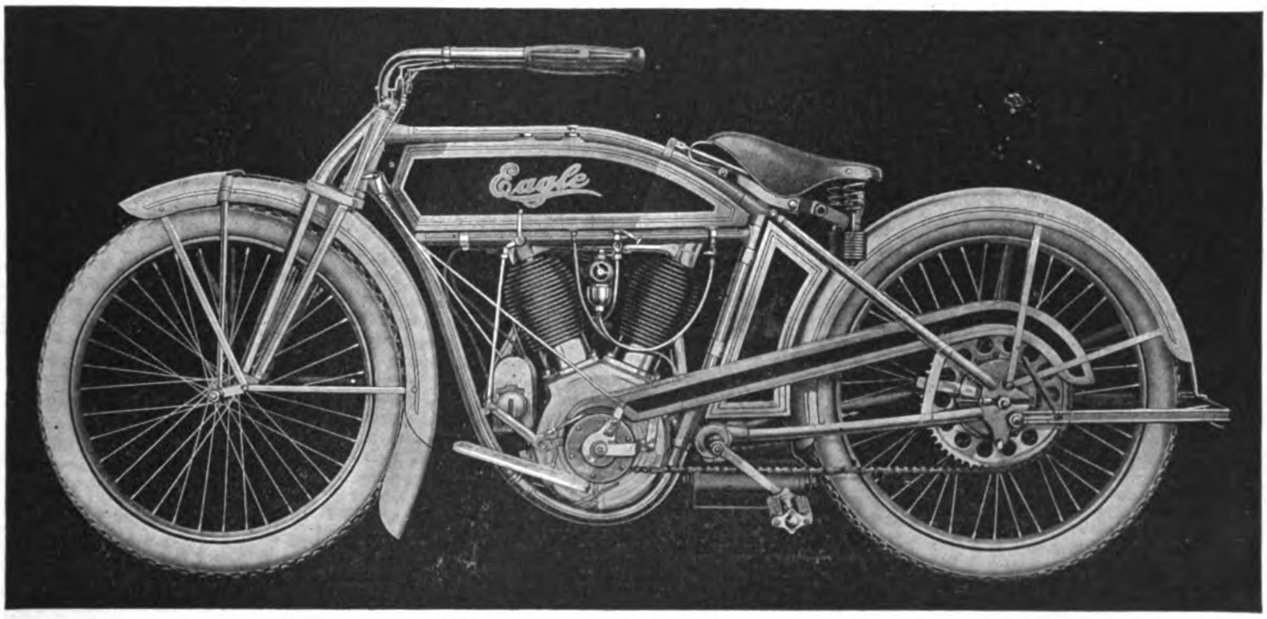
B-20 BICYCLE PUMP (1 CLAMP), PRICE $.50

HARDER TIRES in LESS TIME with LESS LABOR

Always Reliable Powerful Durable Instantly Attached Well Made Carefully Inspected

MANUFACTURED BY

HOMER F. LIVERMORE, 85-87 Pearl Street, Boston, Mass.



From the East, Middle West, Pacific Coast, Canada and So. America come letters asking us to increase contracts placed for Eagles. Our agents say—"The Direct Drive is making them all sit up." "Runs as smoothly and quietly as a belt drive." "That auxiliary brake is the biggest thing yet." "Only one chain to adjust and a ⅝" chain requires very little attention."

Above are some crystallized expressions of the sterling qualities of the Eagle machine. There is a reason for these expressions and a reason why you should commence handling the best the market affords.

Write us today.

STERLING MOTOR CO., Successors to AMERICAN MOTOR COMPANY **BROCKTON, MASS.**

12,000 MILES ON EMPIRES

THE TELEPHONE MAN

Chicago, Ill., 1/29/14.
Empire Rubber & Tire Co.,
1627 Michigan Avenue,
Chicago, Ill.

Gentlemen:-

In February 1913 I purchased from your firm one of your Empire Motorcycle Tires which I have ridden for a distance of 12,000 miles as a telephone repairman, over all kinds of streets, alleys and byways, and in all kinds of weather. The tire now would be in apparent good condition had I not inadvertently run over a glass bottle and cut the tire.

Too much cannot be said about the Empire Motorcycle Tire as to durability and reliability, and I can cheerfully recommend it as such.

Yours very truly,
HERB. CALDWELL,
6537 St. Lawrence Ave.

Empire Rubber & Tire Co.
Factories: Trenton, N. J.

RIGHT OF WAY

ASSURED WITH AN A-K

MECHANICAL HORN

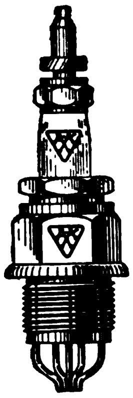
Price $5.00
Guaranteed

Produces a loud and distinct warning with a slight pressure of the thumb, which can be heard far in advance. Fastens on handlebar. Can be operated without removing hand from grip. Comes highly finished in nickel. Can be attached in less than one minute.

Get This Real Automobile Signal for Your Motorcycle

GET SPARK PLUG INSURANCE

With Your Next Plugs



Guaranteed not to Misfire Soot or Carbonize

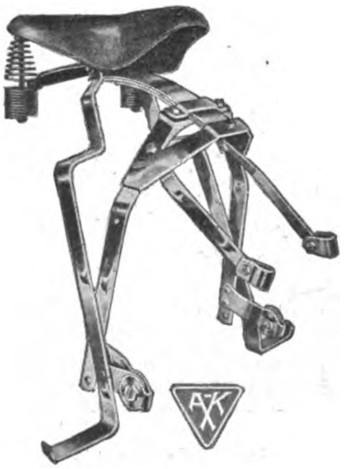
Made especially for Motorcycles

Price $1.00 Guaranteed

Will Run Motor at 4 Miles Per Hour Without Misfiring

Has 4 Points in the Right Place

Licensed under Canfield Patent



Patented

Double Your Joys of Motorcycling

Equip your motorcycle with

A-K Simplex Spring Tandem

3 flat springs used which offer the smoothest riding comfort possible. The adjustable shock absorbers allow you to adjust these springs to suit your individual weight.

Price $15.00
With Saddle

IMMEDIATE DELIVERIES
Orders Shipped Same Day Received

ANGSTEN-KOCH COMPANY
INCORPORATED
213-217 Englewood Ave.
CHICAGO

BOSCH PLUGS

are distinctly different

THE Bosch Plug must not be confused with the ordinary kind of spark plugs now swamping the market.

The Bosch Plug is different, distinctly different, and purposely made so by the efforts of the most prominent ignition experts.

Bosch has overcome all ignition difficulties that have cropped up during the past 26 years—of course the Bosch Plug is the right plug.

$1.00

each from your dealer or direct. Prepaid. Order now.

Don't start the season inviting inefficiency and trouble, fit Bosch Plugs and be satisfied

"Locating the Spark Plug" tells you what you ought to know about plugs—Sent Free

BOSCH MAGNETO COMPANY, 206 WEST 46th STREET, NEW YORK

160 *Service and Supply Stations Waiting to Serve All Bosch Users.*

"THE COVENTRY"
CHAINS

Have You Sent for YOUR Copy?

If you haven't you had better do so at once. You can't afford to be without this valuable treatise on the proper care of chains.

"The Coventry" Chain

"The Motor's True Mate"

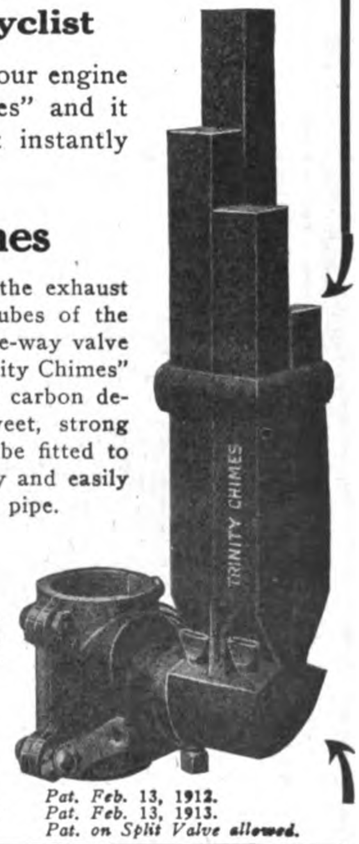
The winner of the Savannah Grand Prix Race and innumerable other important events.
Write today for a copy. It is well worth the effort.

Herbert F. L. Funke Co., Inc.
112 Broad Street, New York

An Open Road

For the Motorcyclist

Just deflect the exhaust of your engine through the "Trinity Chimes" and it gives a distinct signal that instantly clears the way.



Trinity Chimes

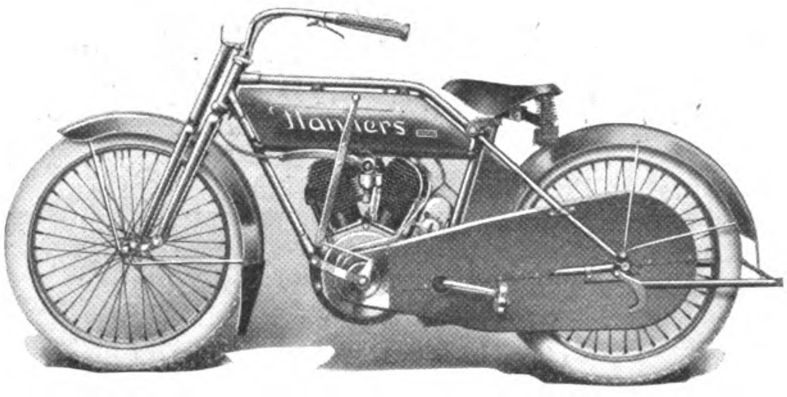
fit easily the exhaust pipe and the exhaust is deflected through the four tubes of the horn by the operation of a three-way valve with foot or hand control. "Trinity Chimes" clears itself automatically of all carbon deposits and always gives a sweet, strong tone even on low speed. May be fitted to any make of Motorcycle quickly and easily without cutting off the exhaust pipe.

AT YOUR DEALER

Try the "Trinity Chimes" at your dealers or garage. If you cannot secure one there, write to us for prices and illustrated booklet.

THE COMING MFG. CO.
Railway Exchange
Chicago, Ill. - U. S. A.

Pat. Feb. 13, 1912.
Pat. Feb. 13, 1913.
Pat. on Split Valve allowed.



DIRECT CHAIN DRIVE WITH BELT FLEXIBILITY

The Motorcycle That Makes Greater Sales Possible

—FLANDERS

To dealers in open territory—We say a two-cent stamp or a post card will put you in touch with a proposition to greatly increase your sales and make money. Why not find out? It's bound to interest you either directly or indirectly. Can't help it.

SINGLE—$165

TWIN DIRECT DRIVE—$210

We are not yet signed up to our full capacity, but soon will be. Better Hurry.

MOTOR PRODUCTS CO.

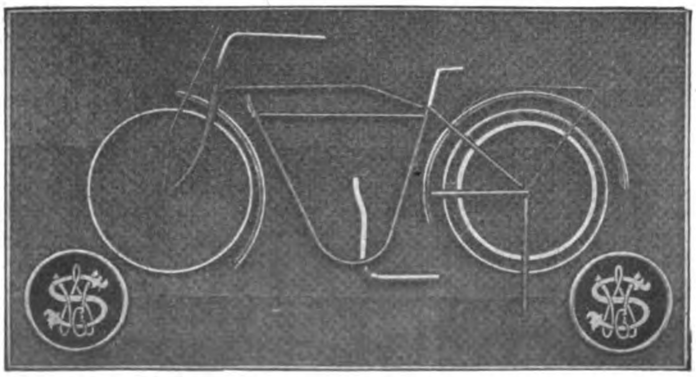
Brush and Jefferson, Detroit, Mich.

There's lots of fun if—

Whether or not your fun this season is spoiled depends upon your forethought **now** in equipping your motorcycle with the New Departure Auto-Type Coaster Brake, a safety and control device that has been declared by manufacturers to be four times as strong, efficient, and reliable as it need be.

Specify this brake in ordering a new machine or have your old one equipped with it. Descriptive literature on request.

The New Departure Manufacturing Company, Bristol, Conn.



STANWELD

Whenever you want really good frame-parts, such as rims, mud-guards, fork-sides, seat-posts, etc., remember that ninety per cent. of all motorcycles made in this country have frames built of Stanweld Frame-Parts.

THE STANDARD WELDING CO.

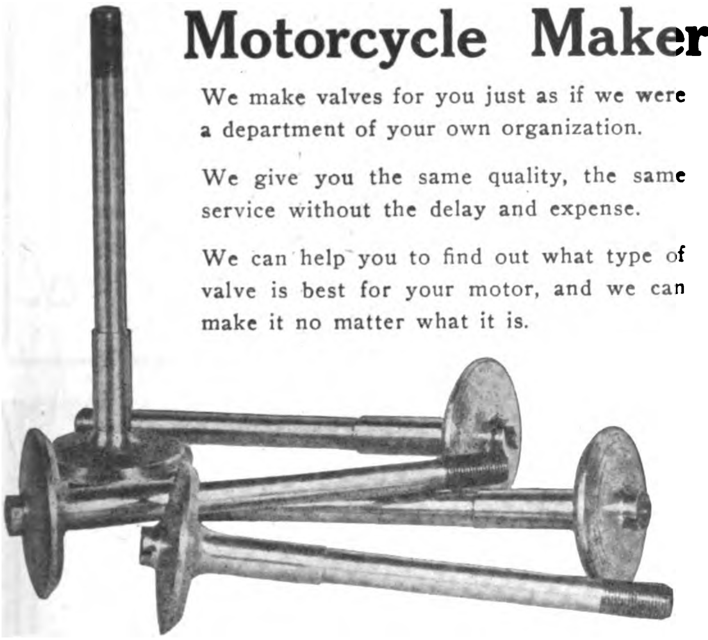
EDGEWATER PARK, CLEVELAND

Offices in

New York Detroit Chicago

STANWELD

A Valve Department for Motorcycle Makers



We make valves for you just as if we were a department of your own organization.

We give you the same quality, the same service without the delay and expense.

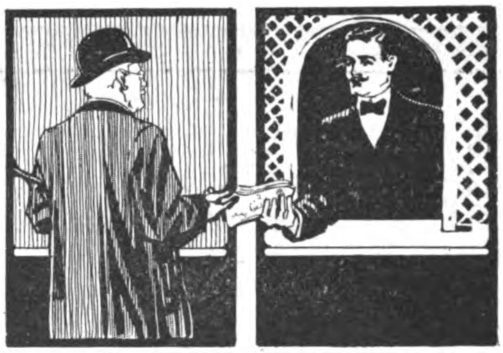
We can help you to find out what type of valve is best for your motor, and we can make it no matter what it is.

Consult us as you would your own engineers.

The Electric Welding Products Co.

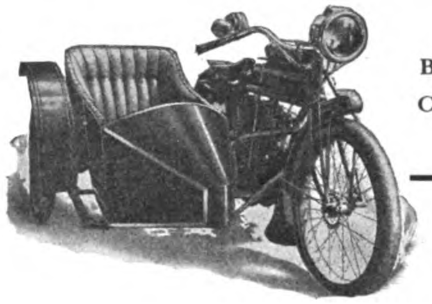
A Valve Department for Engine Makers.

Cleveland, O.



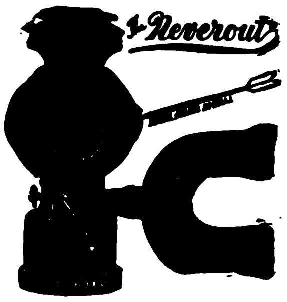
Mr. Dealer—It Will Pay YOU

to investigate our combination delivery van and pleasure car proposition. It simply means that you will, by your acceptance of our offer, corral the sidecar business in your territory. Can you afford *not* to write us?



Baxter
Sidecar
Co.

119
Broadway
Cambridge
Mass.



Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout
TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

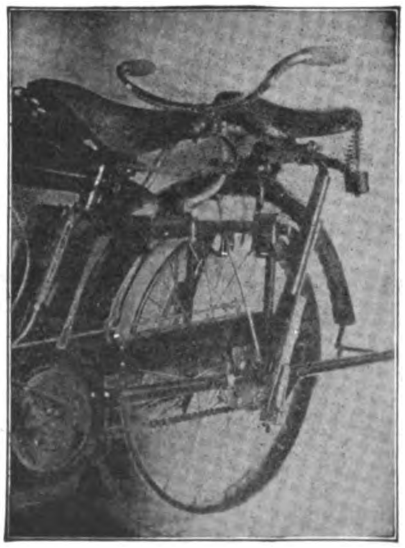
For Sale by Leading Dealers

Made Only by **ROSE MANUFACTURING COMPANY**

933 ARCH STREET, PHILADELPHIA, U. S. A.

MUELLER

Tandem Attachment for 1914 Indians



It's made for the Indian, by an Indian rider and dealer—and it belongs on every Indian.

That's all we have to say.

L. J. Mueller
6307 Woodland Ave.
Cleveland, O.

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

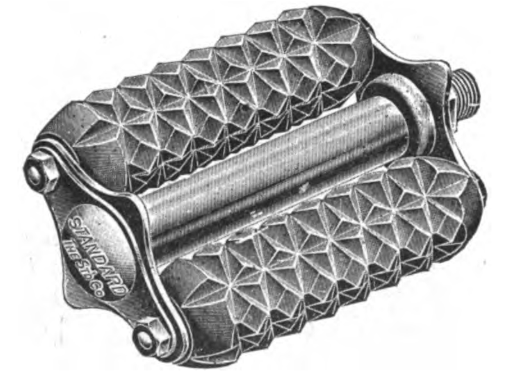
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



No.3 MOTOR CYCLE PEDAL

The Standard Co.

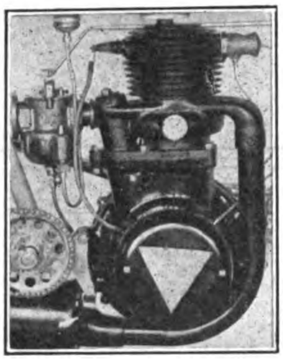
Torrington, Conn.

Schickel

Schickel Carburetion

TWO STROKE

VALVELESS



Thorough vaporization of every firing charge is assured in the Master Motorcycle at all times. A double curved passage transmits the gases into the crank case. This passage is completely surrounded by the exhaust gases. When a particle of fuel strikes the hot wall it instantly gasifies.

The Schickel Motor can be throttled down to four miles an hour. It will always start on a quarter turn of the pedal crank and thirty seconds later develop a mile-a-minute speed. It is an extraordinarily clean motor. Liquid fuel cannot enter the crank case, because of the ingenious design of the intake passage. The charge never fails to become thoroughly gasified and always burns clean.

Simplicity, Silence, Economy Durability, Ease of Operation

Simplicity—because of only three moving parts; the ordinary motor has thirty-three. These three moving parts, running in oil, assure a motor of almost ghostly silence. The entire absence of gears, cams, valves, rocker arms, eliminates any chance of wear with attendant noise and trouble. Being two cycle, it gives twice as many explosions as a four cycle motor, hence it furnishes power in an almost uninterrupted stream, assuring smooth and vibrationless action.

There are hundreds of other inimitable Schickel features that explain its perfection in an all-around service.

Write for these details and our dealers' proposition.

The Schickel Motor Company, 59 Garden Street, Stamford, Co

"E & C"

Folding Foot-rests

STRONG—DURABLE—COMFORTABLE

Appearance—Just the proper size, finished in highly polished nickel plate, they add to the general appearance of any motorcycle.

Security—Double-clamp idea prevents any movement on frame, and deep grooves on pedal surface does away with feet-slipping troubles.

Durability—These rests have a hinged joint and are made of semi-steel metal. Thus they are practically unbreakable.

Prices:	Model A (for Indian and Pope machines), complete per pair	$1.00
	Model B (for Excelsior, Harley-Davidson and all other rigid frame machines), complete per pair	1.75

Parcel post charges on all single orders.

"E & C" Spring Tandem Attachments

are noted for the four great essentials
Safety—Strength—Class—Comfort

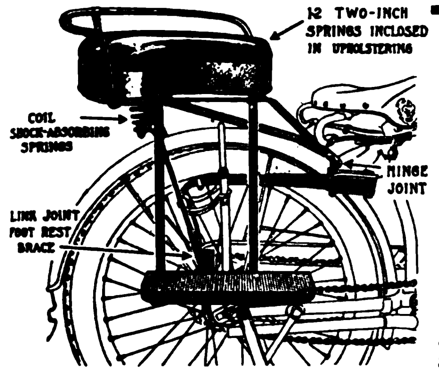
Made for all models of Standard makes of machines. Especially designed for Lady Riders.

Catalog cheerfully sent on request.

The "E & C" is an exceptionally profitable line for dealers. The "E & C" Spring Tandem has become immensely popular and "E & C" Foot-rests are big sellers. Be wise. Send for particulars.

Quick Detachable for Indian.
$16.00 complete.

"E & C"
MFG. CO.
1716 Ludlow St., Philadelphia, Penn.


12 TWO-INCH SPRINGS INCLOSED IN UPHOLSTERING
COIL SHOCK-ABSORBING SPRINGS
HINGE JOINT
LINK JOINT FOOT REST BRACE

Mohawk

Easy Side Seat

If your wife or best girl won't straddle a tandem seat, get a MOHAWK. It permits of her sitting in an easy, natural position, on a seat as comfortable as that in an automobile.

The road ahead is always in view and she can quickly jump off upon the first sign of danger.

If you have a 1913 or 1914 Indian with cradle spring frame you can also attach the MOHAWK spring carrier which will add greatly to the usefulness of the outfit.

Sit Forward Without "Straddling"

Specifications

The genuine leather upholstered seat is 18 inches wide and 15 inches long, placed on 8 inch shock-absorbing springs. The footrest is 6 x 18 inches in size, covered with white rubber matting. Price $15, including skirt guard. Write for a fully descriptive booklet.

Bowen Bros.
54 South Street Utica, New York

ADD POWER

TO YOUR MOTOR By grinding valves easily and accurately without removing piping or wires.

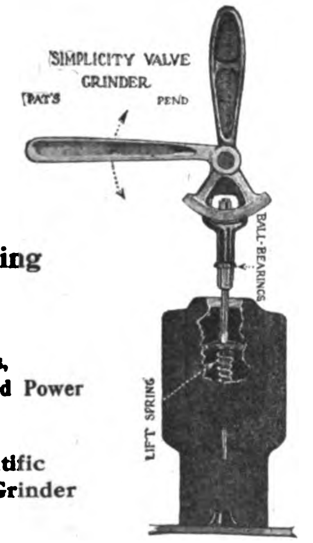
TO YOUR SALES By filling a long-felt want of every gas engine owner.

ORDER TODAY $3.00

Makes Valve Grinding a Pleasure

SAVES Valve-Seats, Gasolene, Time and Power

The Only Scientific Ball-Bearing Grinder


SIMPLICITY VALVE GRINDER
PAT'S PEND
BALL-BEARINGS
LIFT SPRING

JOBBER DEALER

LIBERAL DISCOUNTS

Big Satisfactory Sales

STURDY SIMPLE

Tight Valves Mean a Cool, Quiet and Efficient Motor

Simple and Unfailing—Requires only enough pressure to hold valve lightly on seat

Insist on the Just Simplicity Ball-Bearing Grinder

Send for Card G

J. H. JUST SPECIALTY WORKS 326 W. FAYETTE ST. SYRACUSE, N. Y.

There is as much water for drowning purposes beneath a row boat as there is beneath a battleship—

and the chances of shipwreck are greater on board the row boat than on board the battleship—

Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist who carries a

Schrader UNIVERSAL TIRE PRESSURE GAUGE

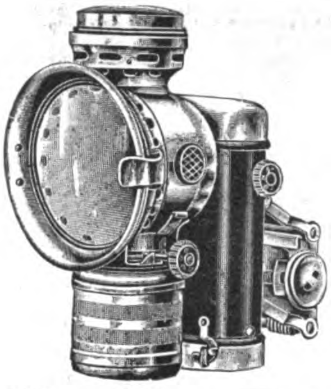
and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver. Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

20 40
25 45
PAT'D MAR. 1, '98, JULY 6, '09. OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. IN U. S. PAT. OFFICE
TIRE PRESSURE GAUGE
M'F'D BY A. SCHRADER'S SON INC. N.Y.

PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

A. Schrader's Son, Inc.
783-791 Atlantic Ave., Brooklyn, N. Y.



HERE'S A WINNER

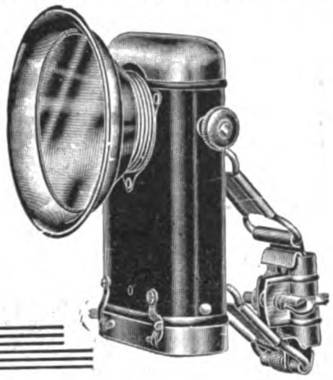
A lamp using either electricity or oil—many times an invaluable quality, for when you need a light you want it badly. Burns twice as long as ordinary lamps—always ready—never fails. This is the

$4.00

FRANCO

Combination ELECTRIC and OIL LAMP for Motorcycles and Bicycles

Dealers: This is a wonderful selling proposition. Riders quickly recognize the many good points of this lamp and want it.



Dealers: Get in line. Write for discounts.

No. 4754

Bicycle Flashlight. Complete with Tungsten Bulb and Radio Battery.

Price, ...?

Send for full particulars.

INTERSTATE ELECTRIC NOVELTY CO.

Park Place New York

Your Safety Demands That You Get This Kit!

You can't afford to take chances—to risk possibly your life—because a nut or bolt in a hard-to-get-at place is loose. Don't take chances! Get the

Mossberg Socket Wrench Set

Its five hardened steel sockets with handle will reach the most inaccessible parts of your machine and make adjustments easily and effectively.

At your dealers or direct..................... $1.20

Write for our Catalog No. 166.

FRANK MOSSBERG CO.

ATTLEBORO, MASS.

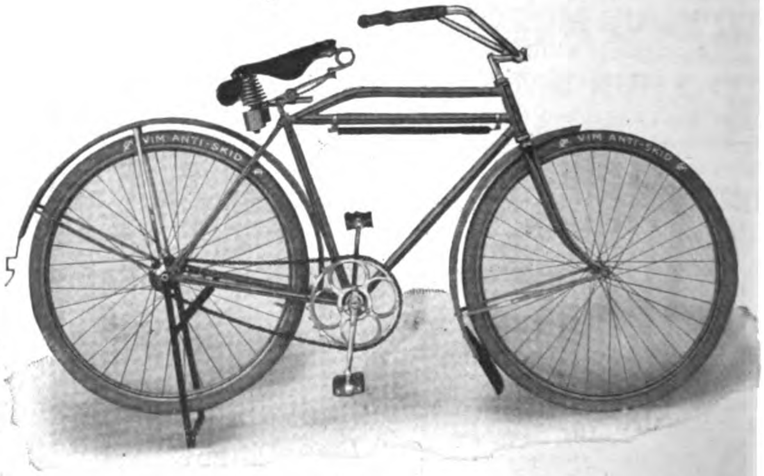
The VIM Bicycle—

A Truly Finished Product

"The Best is the Cheapest in the Long Run"

Finished in appearance, in design, in workmanship, and—last but not least—in service, the Vim Bicycle stands out from among the ordinary bicycles as a quality product in every sense of the word. Every fitment on the VIM shows signs of conscientious manufacture and exquisite finish. The finish on the VIM Bicycle compares favorably with that of the highest grade automobiles. Four coats of enamel and hand rubbing after each coat, assures years of wear.

Hanger bearings, cups and cones turned from the solid bar, permanently lubricated hanger, heavy gauge, raised center type guards, four extra spokes in front wheel, giving added stability to the rim—equipment that cannot be beaten by any bicycle made—these are some of the features that distinguish the VIM bicycle.



MODEL No. 504

Price complete, $42.50

SPECIFICATIONS IN BRIEF

1 inch, 18 gauge Shelby Tubing with one piece forged fork crown, Adams Stand, Raised Center Extended Guards, Motor-Bi Bars with Boy Scout Grips, Duckworth Roller or Nickel Steel Block Chain, .092 Diamond E. Spokes, Heavy non-Skid Tread Tires, De Luxe Truform or Easy Saddle, Imported 18" celluloid frame pump.

DEALERS—Don't fail to get that catalog and full description of the VIM line. It means a real saving for you.

Vim Cycle & Hardware Co.

137 Broadway, Buffalo, N. Y.

VIM CYCLE & HARDWARE CO.
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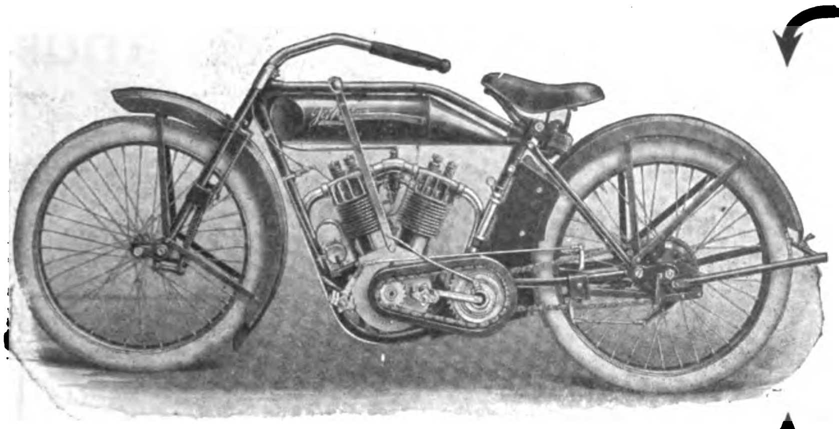

Overhead Valves, Leaf Springs Perfectly Balanced Motor

These three features make for tremendous speed, automobile comfort, vibrationless power and remarkable silence in action. With its low saddle position, its beautiful lines, its lightness, the

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gives overwhelming value for the money. It is the proposition of a lifetime for the dealer who has sense enough to realize that NOTHING can stop the eventual unanimous demand for the JEFFERSON. Our booklet is yours for the asking. We have some exceptionally good territory open for the dealer who can qualify.

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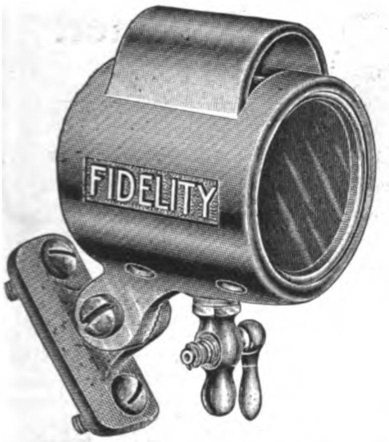
THE ONE PIECE ALUMINUM LINE



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A small, neat lamp with an adjustable bracket—held firmly in place by means of a lock washer—has a clear lens for illuminating license.

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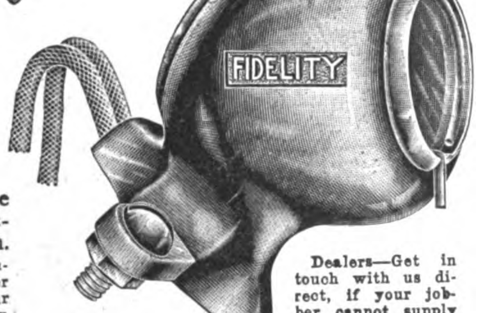
$1.50 TO THE RIDER



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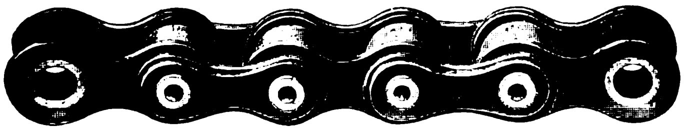

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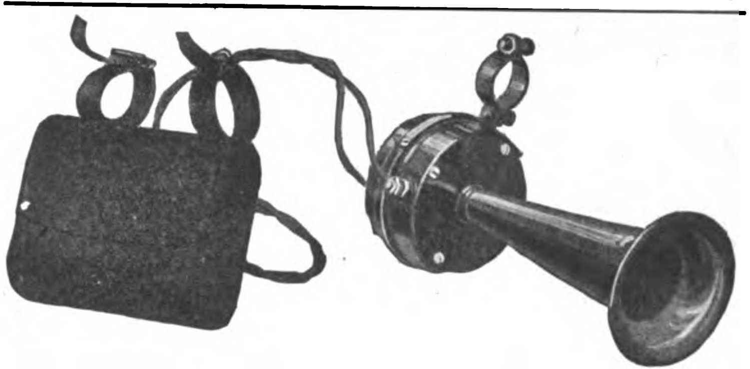

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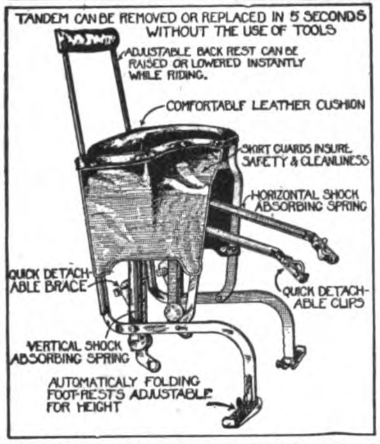
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NEW STOLL DREAM TANDEM NO. 1

A Comfort Combination

The spring action of the "Dream" Tandem works **with** the action of the cradle frame, **not** against it, and therefore insures a perfect comfort combination.

It fits perfectly to the 1913 and 1914 Indians when it leaves the factory and does **not** fasten on the axle. The Stoll method of attaching is considered the most practical by the majority of Indian dealers and riders throughout the country.

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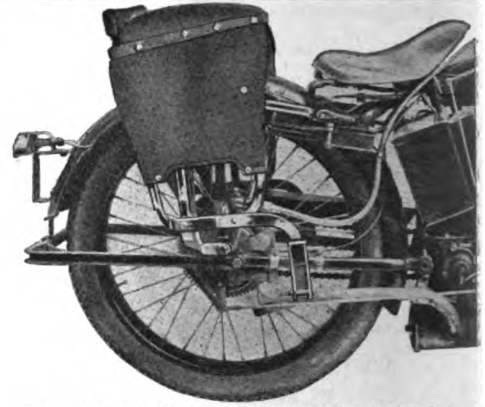

The "Dream" Tandem (back rest down) fitted to a 1914 two speed equipped Indian. Fits any spring frame model.

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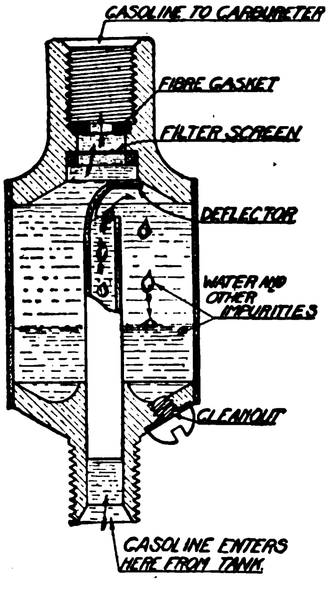
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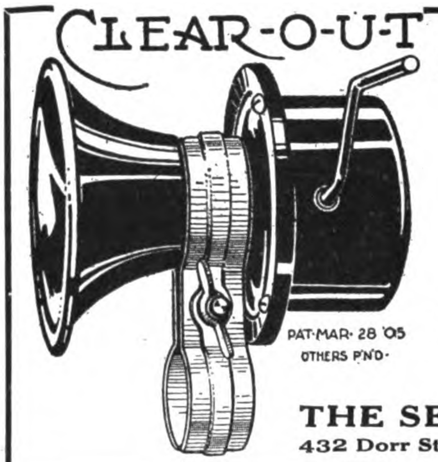
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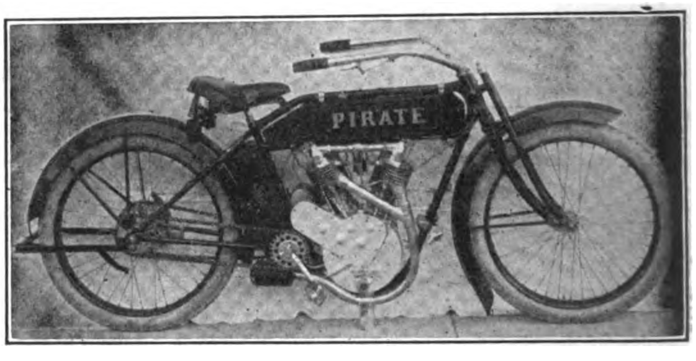

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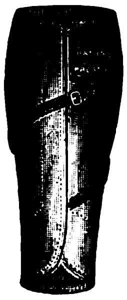

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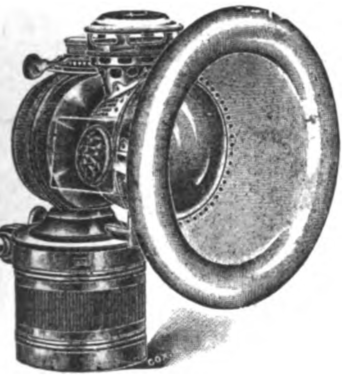

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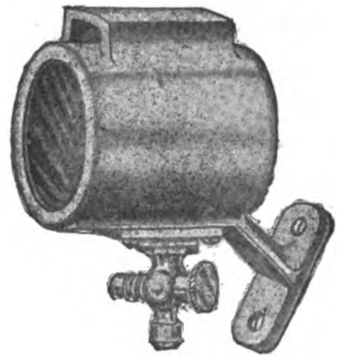

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FOR ALL MODEL INDIANS
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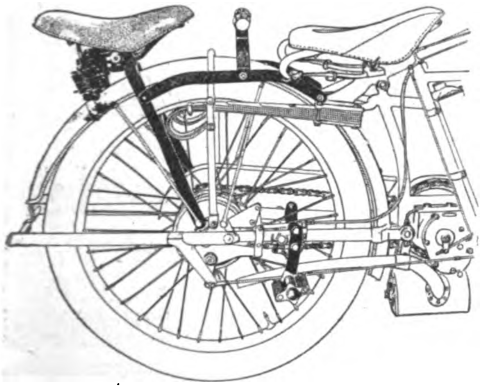

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No. 1.

The only Practical Tandem for 1914 Model Indians. Bu-Co Tandem will hereafter be known as No. 1, and Burem Plate as No. 10.

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Furnished any color to match machine.
Write for Catalogues of our Specialties.
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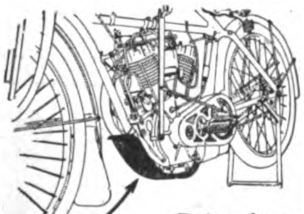

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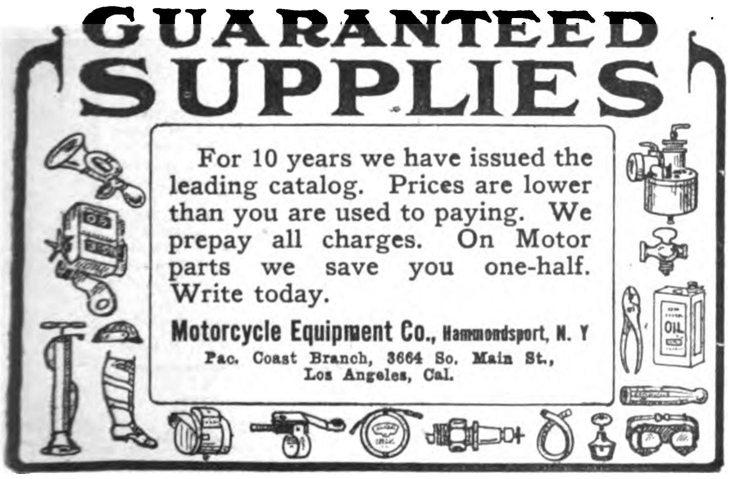

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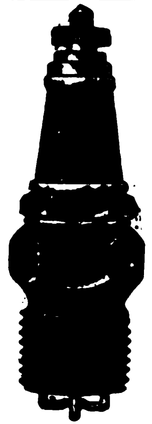

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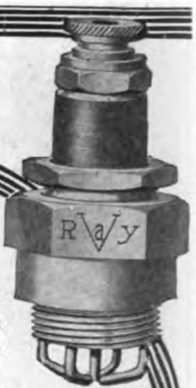

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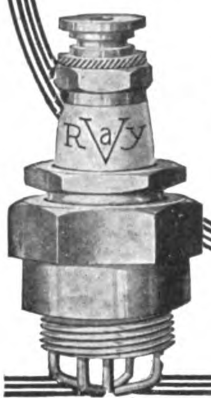

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Have the Yale dealer apply this transmission to your machine.

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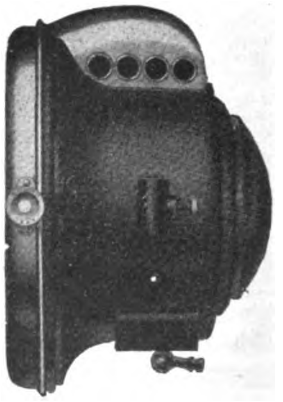

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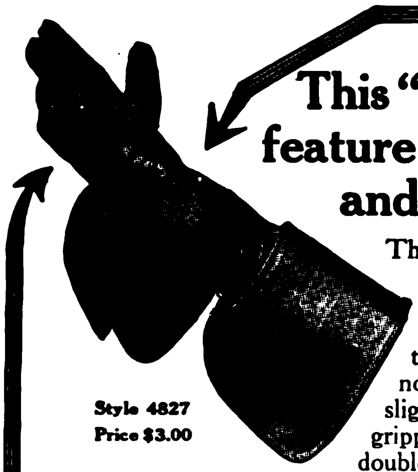

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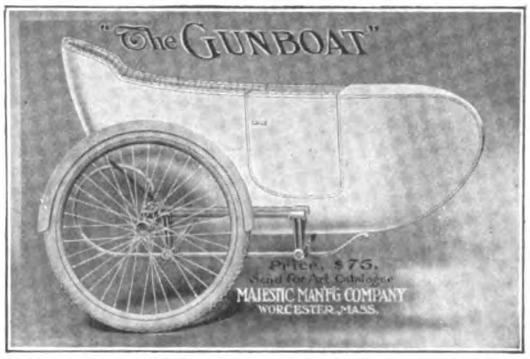

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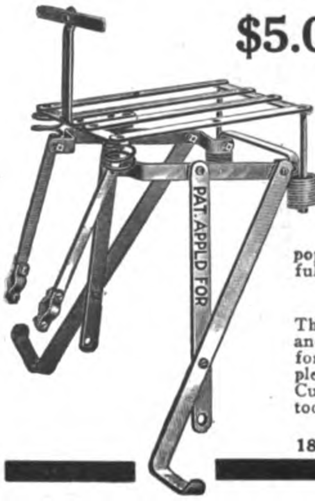

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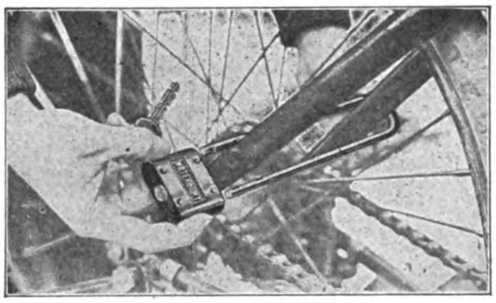

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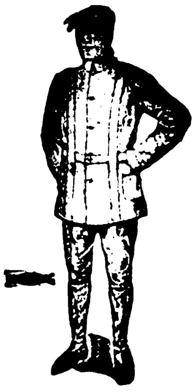

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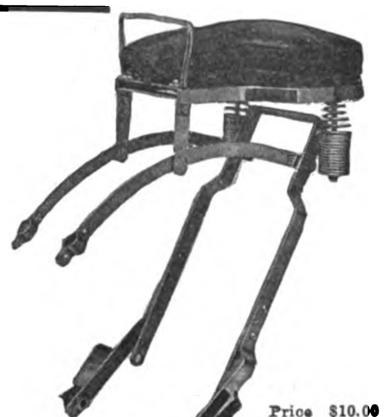

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Made in a plant devoted exclusively to the manufacture of steel rims. Efficient mechanics, highest quality of materials and every period of construction watched carefully, combine to make Mott Rims of the very highest satisfaction and efficiency.

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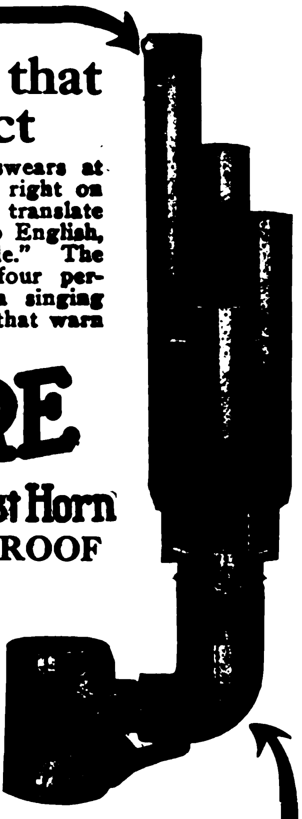
SIMPLE—TROUBLE-PROOF



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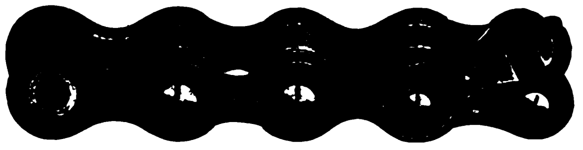

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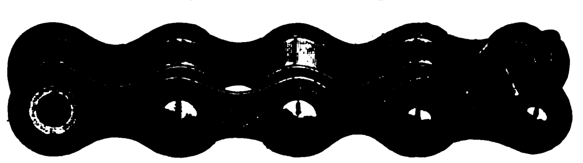
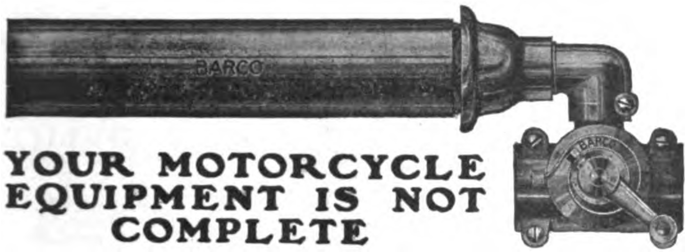
Capacity 8,000,000 feet per year





YOUR MOTORCYCLE EQUIPMENT IS NOT COMPLETE

without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautifully toned chime horn by simply pressing your foot on a foot pedal.

START THE SEASON RIGHT

by ordering one from your dealer now, or writing your address across this page and mailing it in for descriptive catalog.

1914 FEATURES

Foot or Hand control.
Unobstructed exhaust passages in valve.
Three tones of the chime in one tube.
Solid malleable iron valve or steel bolt-on valve.
Prompt delivery.
$5.00 List.
Extra Large Size $6.00.

Barco Brass & Joint Co.
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Motorcycle Supplies

Write for our 216 page catalog describing the largest and most complete stock of bicycle and motorcycle supplies in this part of the country. It contains over 1,000 illustrations of sterling merchandise at rock bottom prices from over 400 manufacturers.

We handle mail orders from all parts of this country and Canada, shipping them generally in a day's time. Write on your own letterhead, stating whether you are a motorcycle supply dealer, bicycle supply dealer or rider. Do this today.

Address
Mail Order Dept.
HUB CYCLE CO.
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Advertise Your Wants in

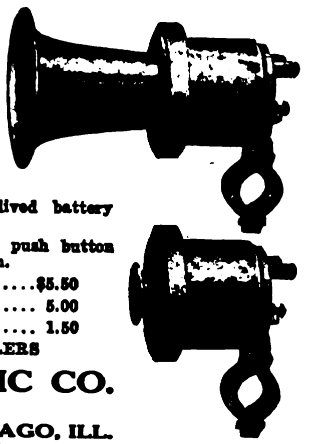
THE MART

THREE CENTS A WORD

SAMSON
Motorcycle Horns

LOUD—STRONG—SIMPLE

THOUSANDS IN USE



First ELECTRIC HORNS especially designed for motorcycle work.

No. 30 Case and Special No. 3 long-lived battery recommended.

Furnished in two models complete with push button and cord. Nickel or black enamel finish.

No. 25 Motorcycle Horn	$5.50
No. 22 " "	5.00
No. 30 Case and Battery	1.50

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State and 64th Sts. CHICAGO, ILL.

Real Bargains In Motorcycles and Accessories

5 H. P. 36 cu. in. Pierce—free engine, belt idler	$150.00
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26 or 28 x 2¼ S. C. or D. C. shoes	$3.00
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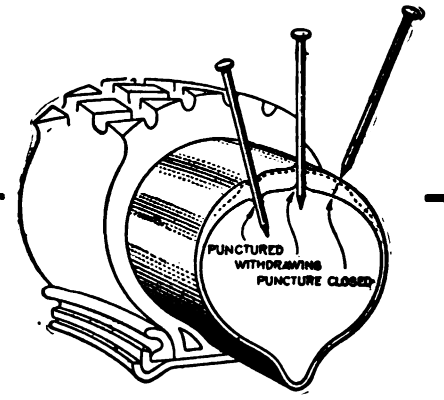
Get a real motorcycle supply catalogue. 84 pages of standard goods.

F. A. BAKER & CO., 10 Warren St., New York



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by reason of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

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Main Office and Works: 18 to 46 Bostwick Ave.
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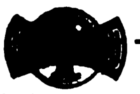
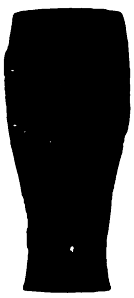
HALCO "Q D"





Pat. Appl'd For

No bothersome buckles and straps on the

Halco "Q D" Putties

You can put them on and off in the dark, in a jiffy—and yet the "Q D" fastener holds securely.

The two sizes, Medium and Large, can be adjusted to fit any leg.

In Addition

to the beneficial convenience of the "Quick Detachable" feature in HALCO "Q D" PUTTIES, you get the finest selected leather, thus assuring of long wearing quality.

Write on your letterhead for catalog P. D. Q., and mention your dealer's name.

The Quickest Seller Ever Sold

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Everybody's Buying Them

THE HAGERSTOWN LEGGING CO., Hagerstown, Md.

"Shocks and Bumps Don't Bother Me"

"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave.
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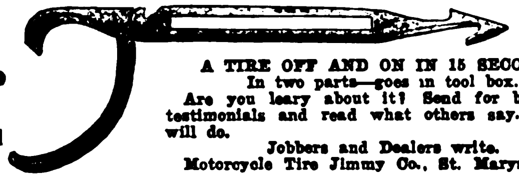

THE MOTORCYCLE TIRE JIMMY

Price
$1.00
Sent
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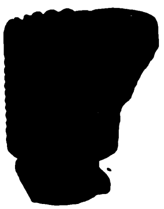
A TIRE OFF AND ON IN 15 SECONDS.
In two parts—goes in tool box.

Are you leary about it? Send for booklet of testimonials and read what others say. A card will do.

Jobbers and Dealers write.
Motorcycle Tire Jimmy Co., St. Marys, Ohio.



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for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 23, Station N.
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LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W.,
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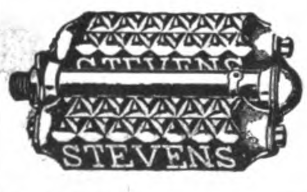
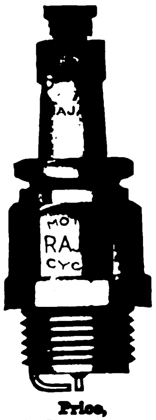


STEVENS'
Celebrated Motorcycle Pedals
AND
BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World
STEVENS & CO., 375 BROADWAY
New York



RAJAH
MOTORCYCLE PLUG

Mr. J. A. Finkle, of Pittsfield, Mass., writes:

"I have given your plugs a thorough try-out in my two-speed twin "Indian" with side-car attached, over the worst country roads here in the Berkshire Hills. Sometimes the engine would get so hot that it would no longer pull in low and I would stop to let it cool off. The excessive heat seemed to have no injurious effect on the plugs. The Rajah core does not gather soot or carbon."

Such steady, reliable service, under any and all conditions, is characteristic of Rajah Plugs.

Price,
$1.25 Postpaid

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

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To an opportunity of saving time and money in buying motorcycle or bicycle accessories? IF YOU ARE order from the "live-wire-house." Send for Monthly Bargain List.

The Haverford Cycle Co., 827 Arch St., Philadelphia, Pa.

TEMPTING MOTORCYCLE BARGAINS

You will find in our large, high grade assortment of slightly used motorcycles, probably just the Motorcycle you want at just the price you want to pay.
Send us a postal for Complete Bargain List and Prices.

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ARE THE BEST
A. R. MOSLER & CO.,
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Use
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RENOLD
"The Chains of Proven Reliability"
PETER A. FRASSE & CO., Inc.
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Jericho Motorcycle Horn

Price complete, $4.50

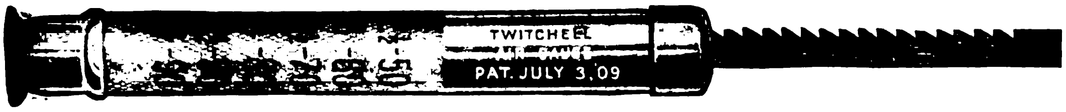
Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or

THE RANDALL FAICHNEY CO., Mfgrs. - - Boston, Mass.

FEDERAL MOTORCYCLE TIRES
"EXTRA SERVICE"
Federal Rubber Manufacturing Co. - Milwaukee

The New Positive Lock Stop

TWITCHELL AIR GAUGE



is not only tire insurance, but in the case of motorcyclists, it comes pretty near being accident insurance as well.

When you are riding on two wheels, a blowout is very much more dangerous than when you are riding on four.

A tire tested as to its inflation by a Twitchell gauge will not blow out.

If it is economy to keep your tires inflated to the requisite pressure in an automobile, where the weight and jolts are distributed among four tires, how much more so in a motorcycle, where the entire burden and jar fall on two wheels only.

The use of a Twitchell will not only keep down your tire expense, but will give you besides the peace of mind which comes from a sense of safety.

PRICE ONE DOLLAR

For Sale by Jobbers, Dealers, Garages or

THE TWITCHELL GAUGE CO., 1213 Michigan Ave., Chicago

EVERY MOTORCYCLE DEALER AND RIDER

Should Have a Copy of the

New and Entirely Revised Edition of the

Motorcycle Manual and Trade Directory

An invaluable hand-book of Motorcycle information for the rider, dealer, jobber and manufacturer. Complete, accurate, authoritative and up-to-date.

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A Dollar's Worth for a Quarter

Special prices to jobbers and dealers when ordered in lots of ten or more copies.

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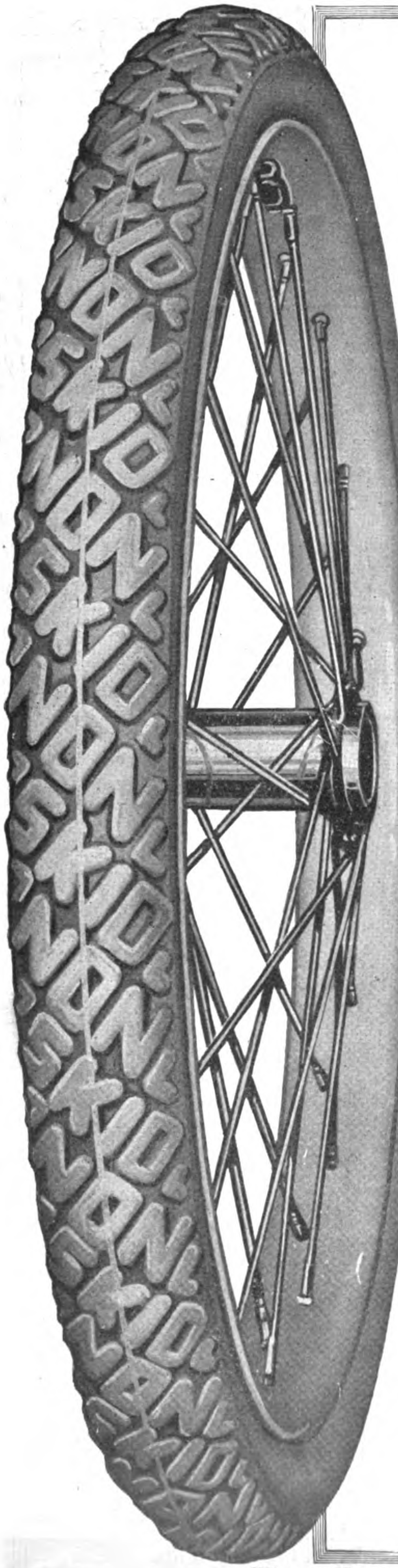


Here Is the New

Firestone

Cycle Tire

SO well known and of such high standard are Firestone Tires that the announcement of the new Firestone Cycle Tires carries its own message of quality and service.

Manufactured by the largest Tire and Rim Company—designed by the same engineers that developed the Firestone Auto Tires—they are made to give the service demanded by owners of Motor Cycles.

The fabric foundation is a special weave of highest quality designed for this particular purpose.

The tread is extra thick and contains more rubber than any other cycle tire made.

The bead is fitted perfectly to the rim, and the tire being more pliable, makes the Firestone easy to remove or replace on the rim.

Firestone Cycle Tires are made with either corrugated or the Firestone Non-Skid tread.

They are in every respect up to the same standard of quality and workmanship as the Firestone Automobile Tires. They fill the need for a high grade cycle tire and give—

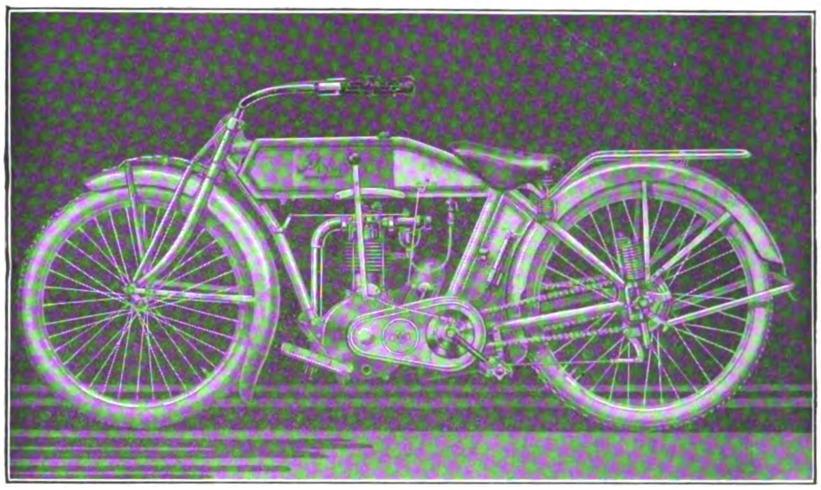
"Most Miles per Dollar"

Firestone Tire and Rubber Co.

"America's Largest Exclusive Tire and Rim Makers"
Akron, Ohio—All Large Cities

Pneumatic Tires, Truck Tires, Pleasure Electric Tires, Carriage Tires, Cycle Tires, Fire Apparatus Tires, Rims, Tire Accessories, etc.

The Big Pope Single Which Climbs Hills, And Speeds Ahead In The Race.



Model M-14 **Price, $215.00**

Many riders prefer a motorcycle with one cylinder because of its lighter weight and fewer operating parts.

They insist, however, that it must possess great power and much speed, have the graceful lines, fine equipment, finish and strength of heavier models.

Model M-14 has the celebrated Pope rear spring suspension, footboards and double operated brake.

Great valves, massive rocker arms and push rods, imported Renold chains and low saddle position, give a power and balance to the machine not gained in the ordinary type.

Ease of operation, sureness of control, flexibility of speed, and comfort, make this model the pride of its owner.

Model M-14 took L. I. Manning up hills before considered impossible for a Single. He says "This motor is the most flexible, and most powerful as well as the **most certain** that I have ever tried, and I have ridden many makes."

Model M-14 was the only single cylinder motorcycle to climb Grant Avenue Hill at Peekskill, N. Y.

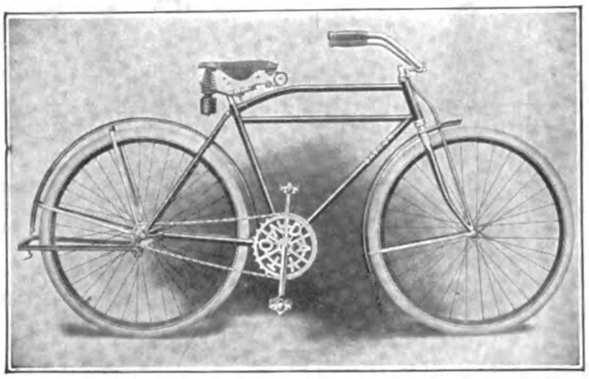
Model M-14 won the 20 mile open race on half mile dirt track at Darlington, S. C. The **low center of gravity** allowed the rider to make turns where other machines skidded.

YOU can have the style, comfort, and economy of the latest machines, if you ride a Model M-14 Pope motorcycle.

Remember: All our motorcycles are tested **on the road,** and do not require special preparation before using.

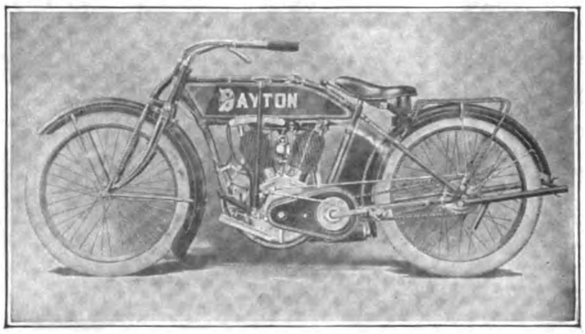
THE POPE MANUFACTURING CO., 11 Cycle St., Westfield, Mass., U.S.A.

Two of the *newest* Models of Dayton Cycle Products—already famous to owners from the standpoint of *service*—to dealers from the standpoint of *selling possibilities.*



DAYTON BICYCLE

Ever since the beginning of the bicycle industry this name has stood for the newest and best of bicycle construction. In the year 1913 the factory in which the Dayton Bicycle was made turned out almost 1/3 of the total number of bicycles manufactured in the United States. The type shown here (model 122) is one of the latest practical, serviceable bicycle models we offer. Catalogue of all Dayton Bicycles sent free of cost.



DAYTON MOTORCYCLE

The big red husky Dayton has made good with motorcycle riders everywhere. The scores of pleased owners who ride Daytons are the strongest testimonial that could possibly be paid it. Everywhere, under all road and weather conditions, the Dayton is giving riders the best service. The type shown here (The two-speed 9 H. P.) is one of the most popular models made. Catalogue of all Dayton Motorcycles sent free of cost.

These two catalogues tell the story.

DAYTON MOTORCYCLE

Write for them at once—we will gladly mail them

Davis Sewing Machine Co., DEPT. B **Dayton, Ohio**

Established 51 Years Ago.

AY 14, 1914

10 CENTS A C

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MOTORCYCLE ILLUSTRATED

Published Every Other Thursday by the
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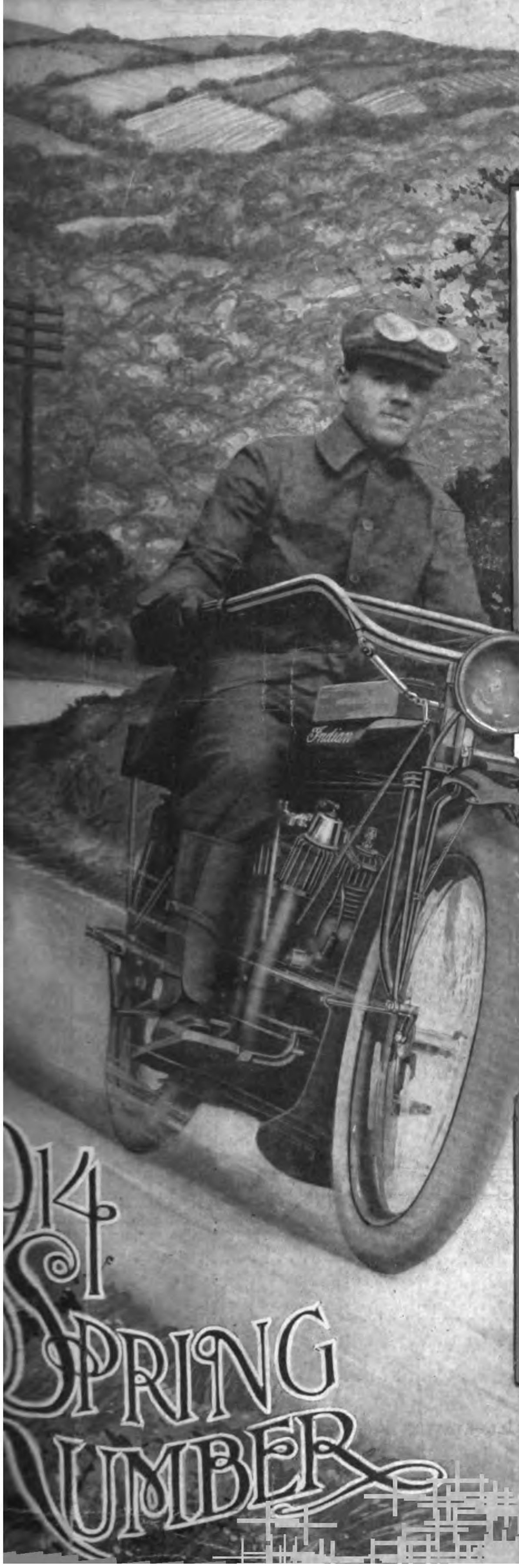

The Truth About Two Speeds

The riding season of a two-speed year has opened with the roads alive with over 30,000

Indian TWO-SPEED MOTOCYCLES

Motorcycling interest centers today in the two-speed gear. Old riders—new riders—engineers—manufacturers—all are giving their most extensive consideration to the two-speed device. It has suddenly acquired a universal acceptance as a true advancement in motorcycle construction.

But two speeds are not new to the Indian—they are not a novelty—not a 1914 feature to be exploited.

The Indian Two-speed Gear is five years' old.

The Indian advocated Two Speeds long before other manufacturers had begun to realize their possibilities.

Our five years' experience in two-speed construction—season after season of road use and test—has made a practical piece of mechanism with all the mechanical fallacies eliminated.

The Indian commands the 1914 Two-Speed situation. Justly it should, for by its own initiative, faith and progressiveness it has had most to do with bringing it about.

The Indian Two-Speed is the supreme type of motorcycle.

It conquers any road.
Will start from a standstill on any rideable grade.
Takes a hill like a bird.
Increases wonderfully the flexibility and pull of the motor.
Throttles down to a walking pace in congested traffic.

The Indian Two-Speed Gear is a certainty. You should be satisfied with nothing less than a known and proven mechanical achievement.

Write for the 1914 Catalog.

HENDEE MANUFACTURING CO., Springfield, Mass.
(Largest Motorcycle Manufacturers in the World)

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The Sure Cure for Lighting Troubles
RAGE
MOTOR
CCESSORIES
Prest-O-Lite

"I want to be SURE about lighting!

"Unreliable lighting is one thing you can't sell me.

"Any lighting system that may be put out of operation by a sudden spill or vibration can't be trusted.

"I've looked over all the electric outfits and find they depend on a toy storage battery or delicate connections.

"They look fine on a new machine, but I don't trust them on a strange road at night. I want something that will stand the same kind of hard, rough work that I expect my motorcycle to stand.

"There's one lighting system that has proved everywhere —its safety, saving and satisfaction. My motorcycle must be equipped with—

Prest-O-Lite"

Experienced motorcyclists insist upon gas lighting.

You can get the results of this experience by using the coupon below.

It tells you the *real facts* about ALL lighting systems.

Before you buy any lighting system because the manufacturer or dealer claims it is "new," "up-to-date," or "just like the automobiles use," get the facts. Find out why motorcycle, automobile and house lighting are different propositions.

Get the real results of experience. Save time, money and trouble. Use the coupon.

Important!

In any combination of equipment, insist on Prest-O-Lite.

Any manufacturer or dealer, who is offering a combination of equipment will include Prest-O-Lite if you insist.

If you know all the facts, you will insist.

Get the facts. Use the coupon.

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Send all the facts on motorcycle lighting to

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"Corbin Control Means Safety Assured"

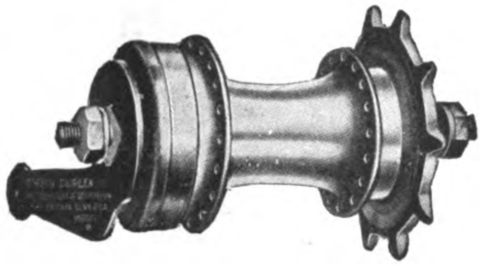
On unfamiliar roads as well as traffic-ridden streets—at times when instant and imperative demand is made upon the brake—the

CORBIN

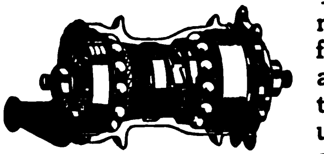
Duplex Brake

is universally preferred.

Bicyclists for years have placed absolute confidence in these coaster brakes. They have found them dependable under every condition; free pedal action—feet at rest while coasting; instant control; instant release. A convenience and a safeguard.



The Corbin Two-Speed Coaster Brake



The latest refinement in brakes for bicycles. Enables the cyclist to use a high gear upon level roads, and to have a lower gear at his command instantly and practically automatically.

This saves strength and lightens labor when pedalling up hill or against a strong head wind.

Corbin Duplex Band Brake **for Motorcycles. The equipment of more than sixty-five per cent. of all the motorcycles in use during 1913.**

Sold and equipped by dealers everywhere.

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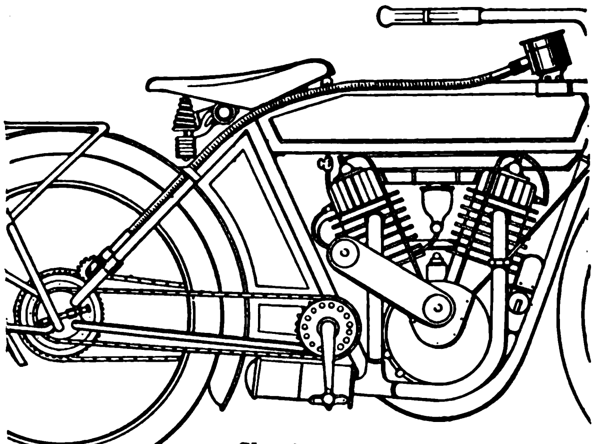
The Corbin-Screw Corporation

THE AMERICAN HARDWARE CORPORATION, Successors

NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia



Showing Rear Drive Attachment

CORBIN-BROWN

Motorcycle Speedometer

"The Speedometer of Absolute Accuracy"

Does not record mileage while machine is being tuned up on stand.

Instantly disengaged from driving sprocket. A slight pull on the cable does it.

Centrifugal principle makes it absolutely accurate on the coldest day in Winter and on the hottest day of Summer.

The Corbin-Brown flexible shafting is an exclusive feature of the Corbin-Brown speedometer. It is the strongest shafting made and its solid link construction gives a smooth bearing, minimizes friction and withstands wear.

0
10
20
30
40
50
60
70
80
MILES PER HOUR
CORBIN
BROWN SPEEDOMETER

$15.00

More sold during 1913 — more orders booked for 1914—than for any other speedometer.

Keeps an accurate record of the mileage your tires give you and oil and gas consumption—prevents unconscious infraction of speed laws. Sold and equipped by motorcycle dealers everywhere.

The Corbin-Brown Speedometer is guaranteed for one full year of service. Specify the Corbin-Brown!

Write for Catalog

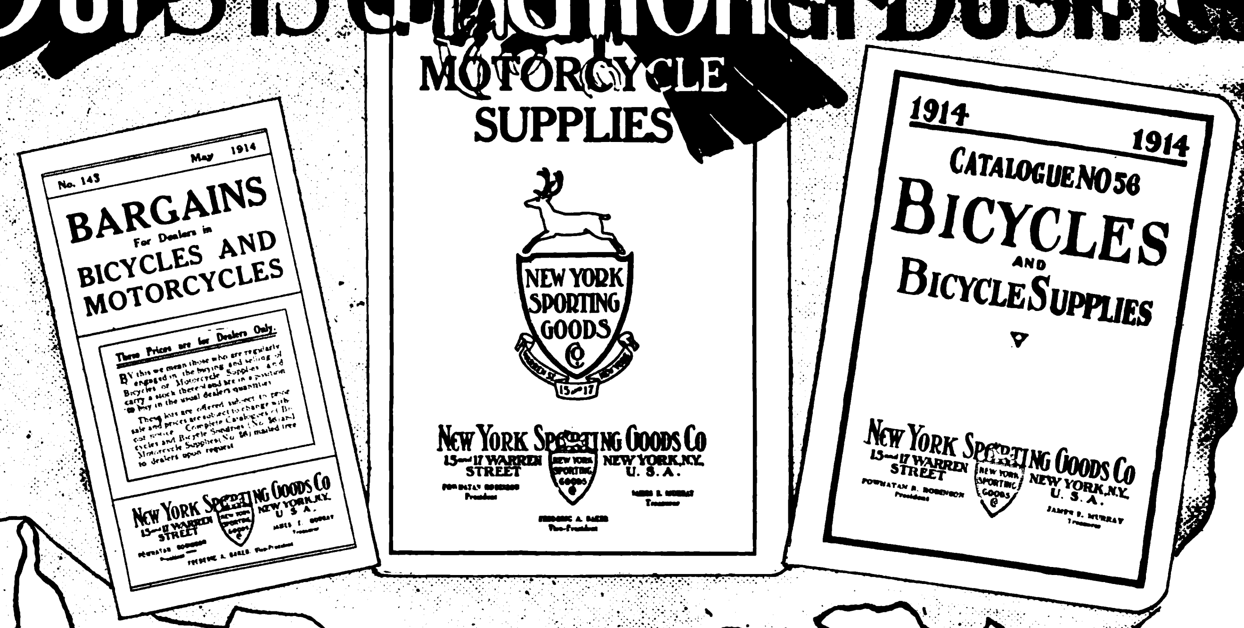
The Corbin-Screw Corporation

THE AMERICAN HARDWARE CORPORATION, Successors

NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

Ours is a National Business


No. 143
May 1914
BARGAINS
For Dealers in
BICYCLES AND MOTORCYCLES
These Prices are for Dealers Only
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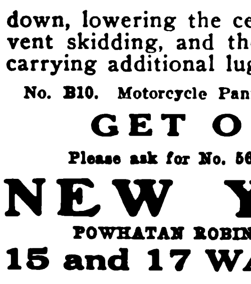
WE carry a complete line of Bicycle and Motorcycle Accessories and specialties, and our low prices are of vital interest to every dealer, east, west, north and south.

Located in the heart of motorcycling activity, we are in a position to select at first hand from the products of every maker in the country; our lines are most up-to-date and comprise the best sellers on the market.

MOTORCYCLE TOURING OUTFIT



Panniers in Use

MOTORCYCLE PANNIERS

These pack bags or panniers are a great convenience when "trekking" with a motorcycle. By an ingenious arrangement of straps they can be attached to the carriers of all motorcycles. The bags are made of brown waterproof canvas 16 inches deep, 14 inches wide and 4 inches thick. The edges are bound and all straps are made of latigo leather which will not become hard or crack.

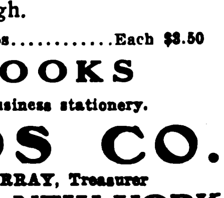
By the use of these panniers the weight of the duffle is brought well down, lowering the centre of gravity which tends to prevent skidding, and the top of the carrier is left free for carrying additional luggage.

No. B10. Motorcycle Panniers, Weight 1¾ lbs each..Per Pair $6.00

MOTORCYCLE CARRY-ALL

This Carry-All is attachable to the top of a Motorcycle luggage carrier and while of great capacity, it folds into a small space when not in use. It is 14 inches square and the extreme height is 7½ inches, but by an arrangement of welted seams and glove fasteners the height may be changed to 5 or 2½ inches or to the thickness of the material and still retain its neat, square appearance.

The Carry-All when used in connection with our Panniers makes an ideal touring outfit easily holding the contents of two 24 inch Suit Cases. When empty the two Panniers may be carried in the Carry-All occupying a space of 14 inches square by about 2½ inches high.



Panniers and Carry-All

No. B15. Motorcycle Carry-All, Weight 1¾ lbs............Each $3.50

GET OUR CATALOGUES AND BARGAIN BOOKS

Please ask for No. 56, Bicycles and Sundries; No. 58, Motorcycle Supplies; and, if you are a dealer, be sure to use your business stationery.

NEW YORK SPORTING GOODS CO.

POWHATAN ROBINSON, President **FREDERIC A. BAKER, Vice-President** **JAMES E. MURRAY, Treasurer**

15 and 17 WARREN ST., Two Entire Buildings, Near Broadway, NEW YORK

"LIMITED"

— MOTORCYCLES —

Are now regularly equipped with real FOOT BOARDS.

CLUTCH AND BRAKE CONTROLLED from boards that are perfect in design and practicability.

A FOOT STARTING DEVICE THAT IS RIGHT in principle and working ability yet not new in practice.

A chain drive TWO SPEED of the rear hub type, built on the planetary principle, which is the oldest tried type of change speed gear that is free from trouble. Its construction is too well known for lengthy explanation.

It has been on the road for two years and you take no chances when buying it.

The LIMITED MOTOR you know is right. Powerful, actual 10 H. P., vibrationless, big over-size bearings and gears. An economical power plant.

The FORK and SEAT SUSPENSION could not be improved.

The lines of the entire machine are GRACEFUL beyond a doubt.

What more could you desire in a motorcycle?

A real machine for the man who cares.

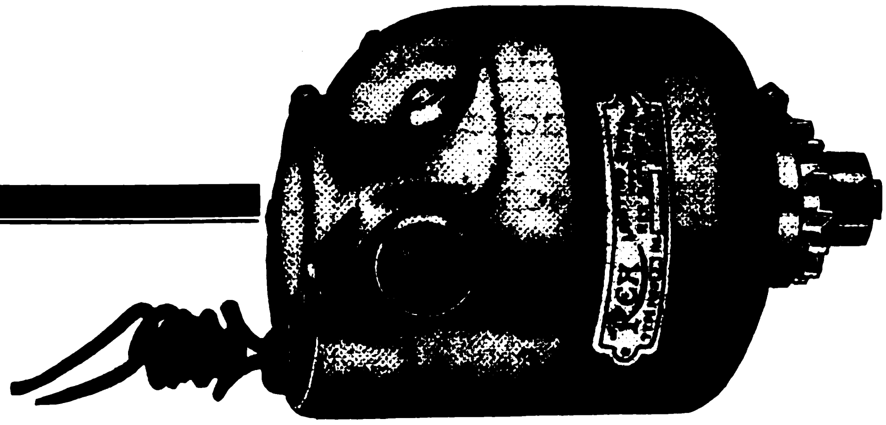
FEILBACH MOTOR CO.

1000 Holton St. Milwaukee, Wis.

REX Electric

KING OF BATTERIES
REG. U.S. PAT. OFF.

Lighting System for Motorcycles



A Real Motorcycle Lighting System.

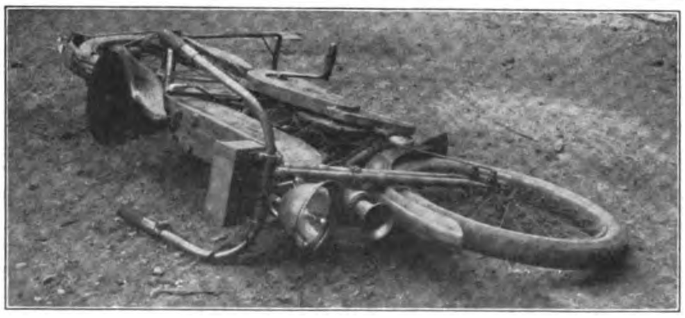
Powerful Light at all times, whether running or standing still. No Expense after first cost.

Small, Neat, Efficient and Durable.

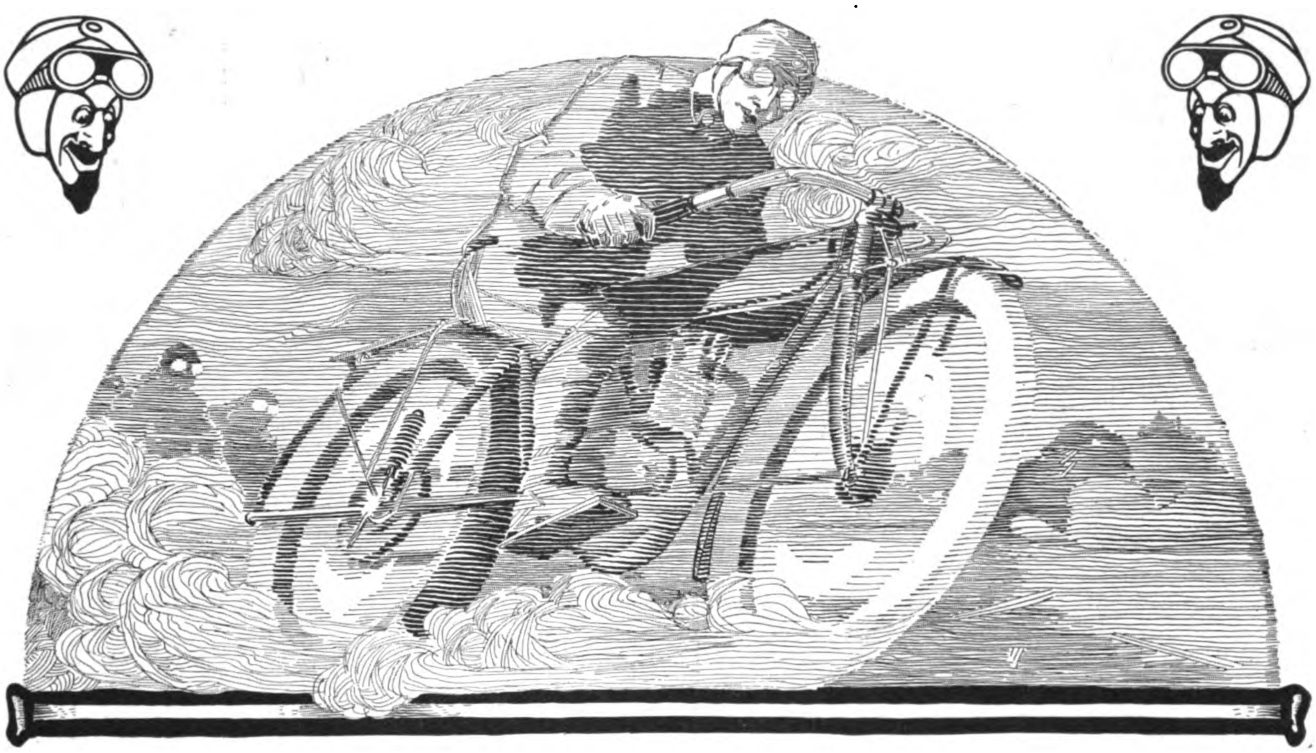
Riders: If your dealer cannot supply you, write us direct giving the name of your dealer.

**REX
BATTERY
CO.**

**2505-2509
S. State St.
Chicago**



BATTERY IS NOT AFFECTED BY VIBRATION AND WILL NOT LEAK EVEN WHEN MOTORCYCLE IS LYING ON SIDE.



Insure Your Motorcycle

There is no question but that every time you buy, you should endeavor to obtain best possible value, whether it is a suit of clothes for wear or a motorcycle for pleasure.

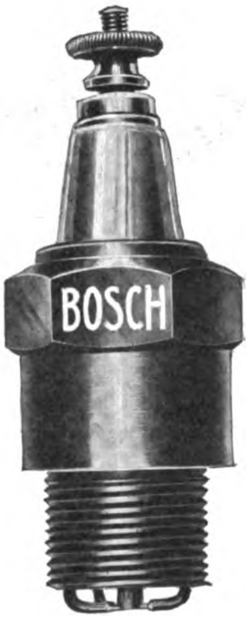
Bosch Magnetos and Bosch Plugs

—the real value in ignition systems—are used as regular equipment on all the better motorcycles. No other is considered standard, no other would give as good service or as much efficiency as Bosch, even though similar in appearance.

What you desire is value. Don't think of buying a motorcycle, new or second-hand, that is not Bosch-Equipt. The brains and experience behind Bosch Magnetos and Bosch Plugs cannot be copied—cannot be quite equalled. Insist upon Bosch: only then will you enjoy the confidence that quality equipment affords.

Magneto and plug literature
sent gratis on your request.

Bosch Magneto Company
206 West 46th Street - New York
199 Service Stations That Really Provide Service



The patented features of Bosch Magnetos and Bosch Plugs make it impossible to imitate those mechanical arrangements that have satisfied nearly two million motorists.

Sidecar Service that Satisfies

For pleasure and for business, the *National* side car, attachable to any standard make of motorcycle, it is a safe, pleasurable and speedy means of transportation, and the *National* is dependable, having passed the experimental stage.

Luxurious seating and springing comfort, staunch construction, remarkable beauty of design and finish, these are some of the many quality features to be found in the

NATIONAL
The National Vehicle

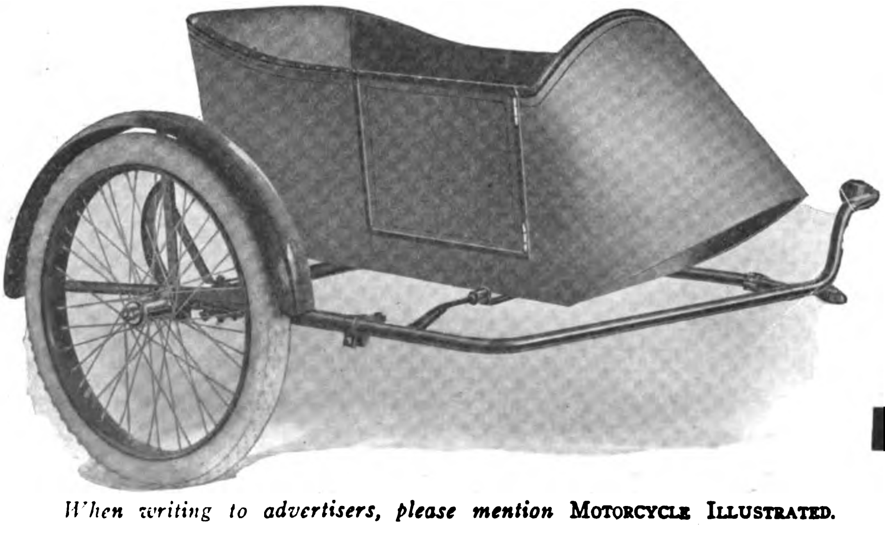
Dealers—We want you to communicate with us at once. We have a proposition to make to you that will get your immediate attention, because of its manifest squareness.

Write us at once, without delay

NATIONAL CYCLE ACCESSORIES CO.
AURORA, ILL.

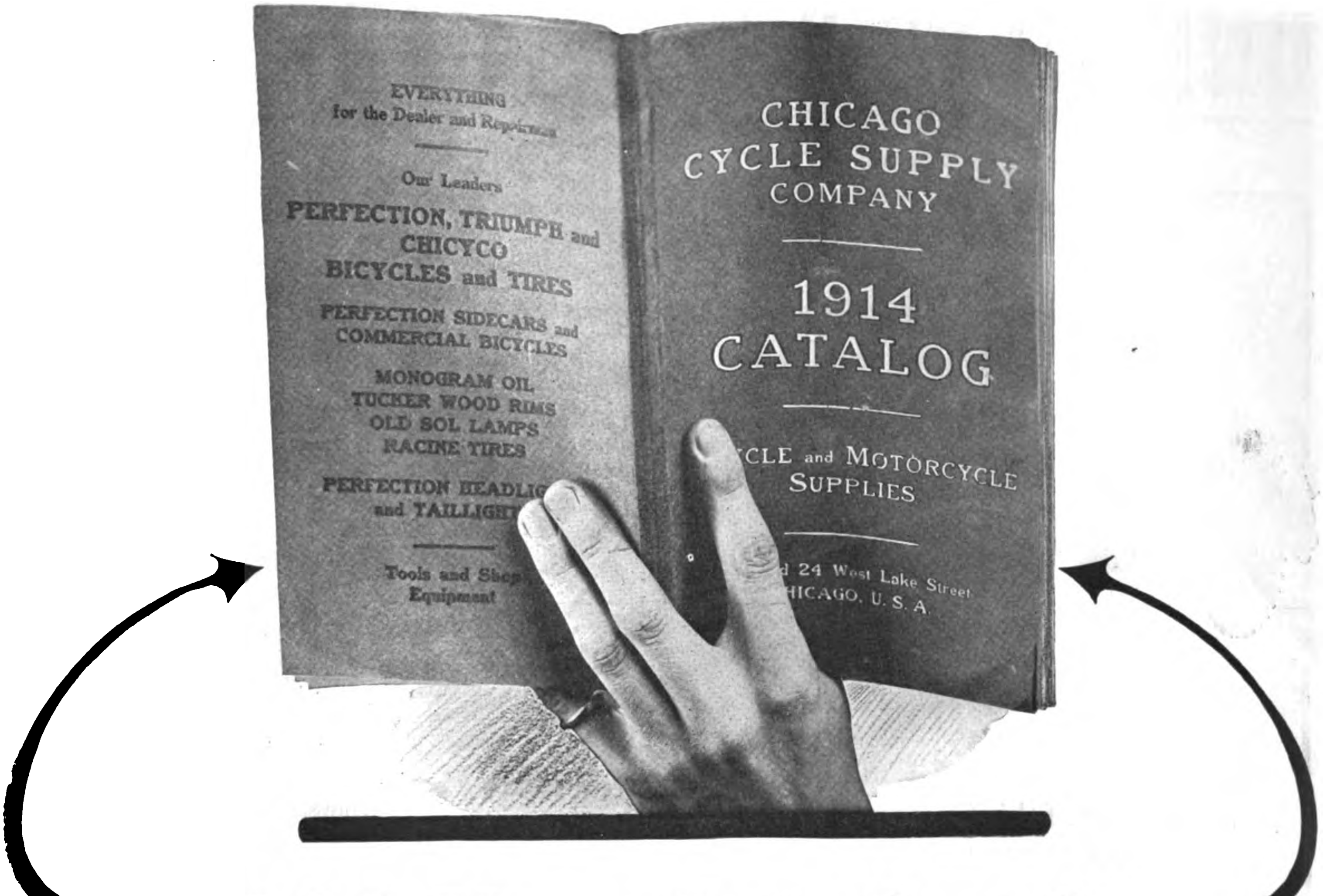
Why Supreme

We have concentrated our resources to improve our product, keeping pace with the motorcycle makers. We have solved the narrow road gauge problem with the ***National Extension Axle.*** Today ***National*** side cars are in a class by themselves — ***Quality*** throughout.



National Extension Axle

The average sidecar rider, either for pleasure or business, is often compelled to put up with bad roads — conditions you cannot overcome with a narrow gauge. That is when the *National* shines. Standard 48 in. narrow road gauge and presto: Loosen two nuts and pull your side car wheel out to a standard road gauge of 56 in.



EVERYTHING
for the Dealer and Repairman

Our Leaders
PERFECTION, TRIUMPH and
CHICYCO
BICYCLES and TIRES
PERFECTION SIDECARS and
COMMERCIAL BICYCLES
MONOGRAM OIL
TUCKER WOOD RIMS
OLD SOL LAMPS
RACINE TIRES
PERFECTION HEADLIG
and TAILLIGH

Tools and Shop
Equipment

CHICAGO
CYCLE SUPPLY
COMPANY

1914
CATALOG

CLE and MOTORCYCLE
SUPPLIES

24 West Lake Street
HICAGO, U. S. A.

Did You Get One?

If not, let us hear from you at once.

We want every Dealer and Repairman in the United States to have this HANDY ENCYCLOPEDIA of the BICYCLE and MOTORCYCLE BUSINESS. It illustrates and describes everything needed by the *progressive* Dealer and Repairman.

You can't afford to be without it—Send for it NOW.

PROMPT SERVICE and RIGHT PRICES have built up our business. *Take advantage of them.*

Let's Get Acquainted!

CHICAGO CYCLE SUPPLY COMPANY

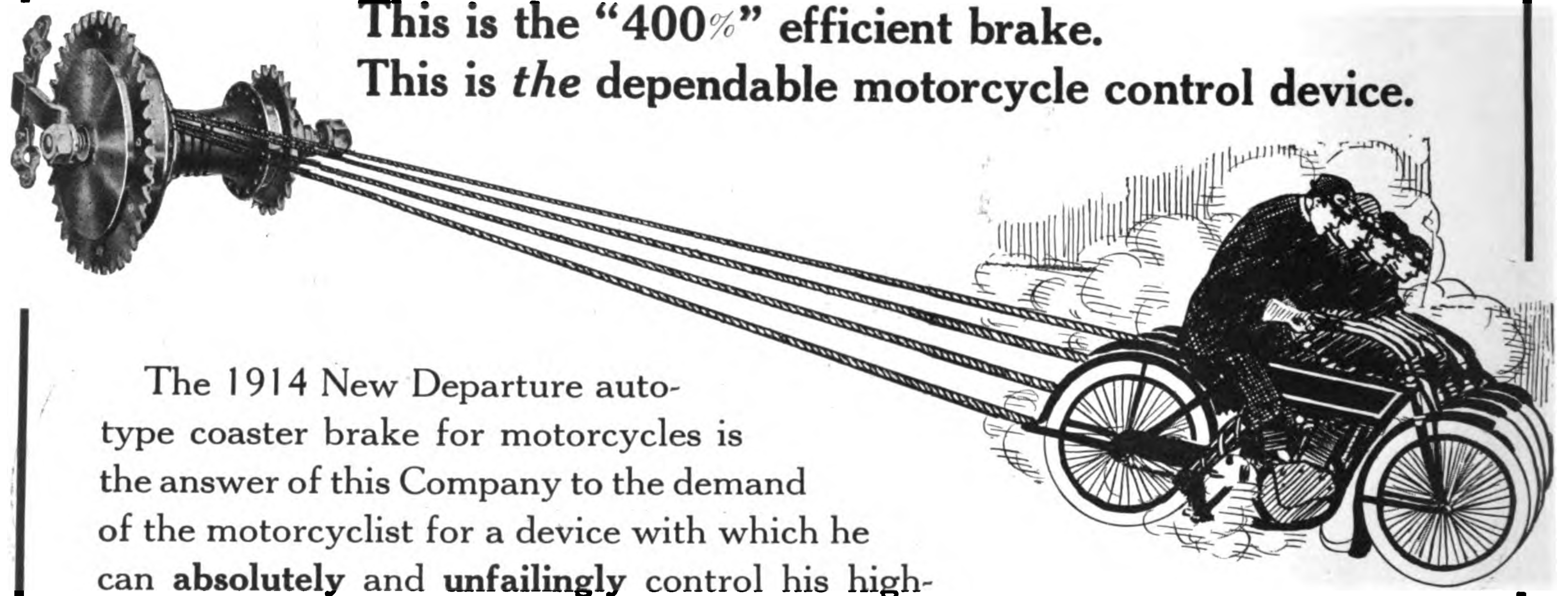
Factory Distributors to the Trade
Bicycle and Motorcycle Supplies

22 and 24 West Lake Street **Chicago, U. S. A.**

ONE NEW DEPARTURE BRAKE

Can Stop Four Machines

This is the auto-type brake.
This is the auto-strong brake.
This is the "400%" efficient brake.
This is *the* dependable motorcycle control device.



The 1914 New Departure auto-type coaster brake for motorcycles is the answer of this Company to the demand of the motorcyclist for a device with which he can **absolutely** and **unfailingly** control his high-powered machine under all circumstances and in all conditions of traffic.

The remarkable success of this brake in meeting such a demand has been attested by every motorcycle manufacturer, dealer, and rider who has given it a trial. One of the largest manufacturers who has adopted the brake as standard equipment for his 1914 models, said that he and his men went the limit in an attempt to impair the efficiency of the brake and could not do so.

You, Mr. Rider, when you come to consider the importance of rendering your control of your machine so complete that you are positively assured against accident, will not fail to investigate the merits of the auto-type New Departure.

Complete descriptive circular on request.

THE NEW DEPARTURE MANUFACTURING COMPANY
BRISTOL, CONNECTICUT

Write for this testing Sample

GUARANTEED

VITALIC TIRES

TRADE MARK

For the

BICYCLE

are

STRONG, RESILIENT and FULLY GUARANTEED

Vitalic Bicycle Tires are built with the finest quality Sea Island Motorcycle Fabric, frictioned with pure rubber, making it practically impossible to separate the layers of fabric.

Vitalic Tire Treads are made of practically pure rubber and of extra thickness, with the special Vitalic design, which makes one of the best non-skid tires on the market.

Vitalic Tire Tubes are made extra heavy and of the highest quality selected rubber, giving them the greatest strength and elasticity.

The Fine Quality of rubber used in the Tread, Tube and Friction, together with the specially heavy Fabric, in Vitalic Bicycle Tires, make the following guarantee possible.

Vitalic Bicycle Tire Guarantee

If Vitalic Tires do not, in your judgment and to your entire satisfaction, prove all we claim for them, you may return them to us and get your money back, or new tires.

GUARANTEED

VITALIC TUBES

TRADE MARK

Vitalic Pure Gum Red Tubes for Bicycles and Motorcycles are made by an entirely new process and are the best and longest lived tubes ever made. They are fully guaranteed.

Vitalic Pure Gum Red Tubes are made of practically pure rubber.

Vitalic Tubes are soft, elastic, pliable and never crack or harden.

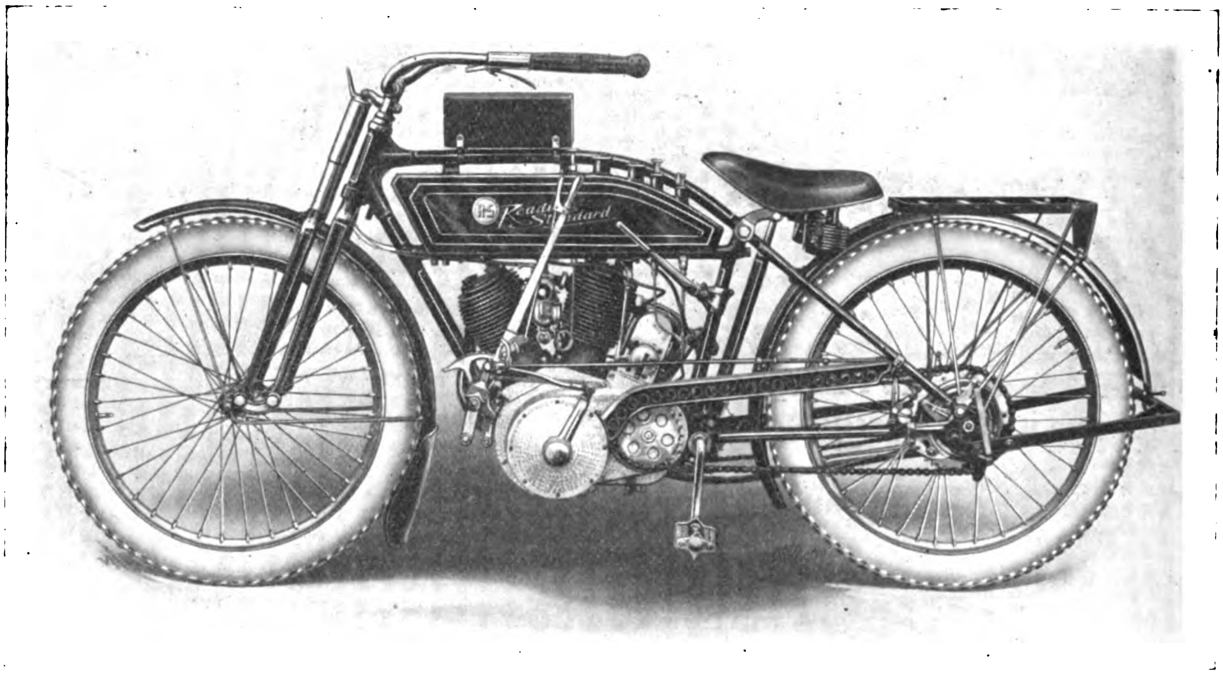
Vitalic Bicycle Tires and Vitalic Tubes embrace all the Vitally important qualities that combine to give the greatest service.

CONTINENTAL RUBBER WORKS

802-864 WEST 19TH STREET, ERIE, PA.

Largest single makers of bicycle tires
in the world

The Finest Motorcycle in the World



10 H. P. Two Speed Model

R - S

Now at Popular Prices

5 H.P. Chain	-	$225.00
7 H.P. Chain	-	260.00
10 H.P. Chain	-	275.00
5 H.P. V-Belt	-	235.00
7 H.P. V-Belt	-	270.00
10 H.P. V-Belt	-	285.00

Two Speed on 5 H. P. Chain Model, $25.00 extra.

Two Speed on Twin Chain Models, $35.00 extra.

Write for Catalog

DEALERS: Get our dealers' proposition as soon as you can. It means the best business foundation any motorcycle dealer could have.

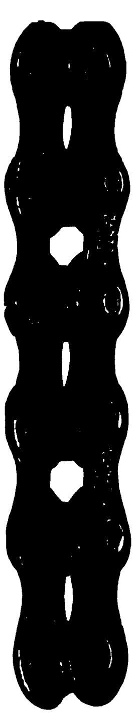
On account of our great rush of orders for our two speed machines, we have refrained from saying much on its merits. Since our first announcement, we have been swamped with orders and have been unable to get our capacity up to the demand.

The riders were quick to realize that our two speed, integral with the motor base with gears always in mesh, combined with our smooth engaging cone clutch, was far superior to all others. One dealer expresses its riding qualities as follows: "There are other good machines on the market, but the R-S Two Speed rides as comfortably as a rocking chair."

BOSCH MAGNETOS USED EXCLUSIVELY

READING STANDARD COMPANY, 306-340 Water Street

READING, PENNSYLVANIA



Every Excelsior Victory is a "Coventry" Victory

Not a day passes but that some new Excelsior victory is chalked up on the scoreboard of motorcycle history—every day this year some Excelsior rider, somewhere, will congratulate himself upon the fact that his machine is equipped with

"The Coventry" Chain

"The Motor's True Mate"

The first official Motorcycle Grand Prix race, held at Savannah, brought out the supreme quality of "The Coventry" Chains. Isn't there something significant in the fact that this gruelling speed test, the most severe in motorcycle history—over a course of 300 miles—should have been won with "The Coventry" Chain? "The Coventry" Chain does big things in a quiet way. In every important race meet, where favoritism is abolished and a chain is chosen for its merits—alone—"The Coventry" Chains invariably emerge victorious. "The Coventry" Chain is indeed "the Chain of Events."

If you have not already received our booklet, "The Care and Lubrication of Chains," get it today. It gives valuable instruction on the proper care, repair and lubrication of motorcycle chains. You can't afford to be without this little book. Write us today about it.

HERBERT F. L. FUNKE CO., Inc.

112 Broad Street, New York

EMBLEM DEEDS

"Records Enduring as Granite"

Every model that leaves the EMBLEM plant strengthens the solid EMBLEM reputation for reliable, durable, silent, comfortable and swift service.

No motorcycle made has held such a consistent reputation for reliability as has the EMBLEM. Every week some new EMBLEM record is made. And every week some old EMBLEM record is shattered by a new EMBLEM for only an EMBLEM can reach and break an EMBLEM record. Hence, the following records will stand for many a day as the motorcycle's greatest attainments—but they may be beaten by EMBLEMS to come.

EMBLEM

100 miles World's Record for a belt-driven twin cylinder motorcycle on a dirt track, won by George Evans at Columbus, September 17, 1911.

The EMBLEM holds the 100 miles World's Record for a belt-driven single on a dirt track, won by L. S. Taylor, on an EMBLEM 4, September 10, 1910.

Mr. and Mrs. M. E. Gale on an Emblem with tandem crossed the continent, during the summer of 1912. This is first and only time a feat of this kind has been accomplished.

The EMBLEM, with two passengers, went the distance between Angola, N. Y., and Boston, Mass., 600 miles in 19 hours, through driving rain and deep mud and sand. This is another record that will stand for a long, long time.

Chicago to New York Record, over 1,050 miles, established by M. E. Gale on an EMBLEM Twin, August, 1910. Time, 35 hours. This record has never been broken.

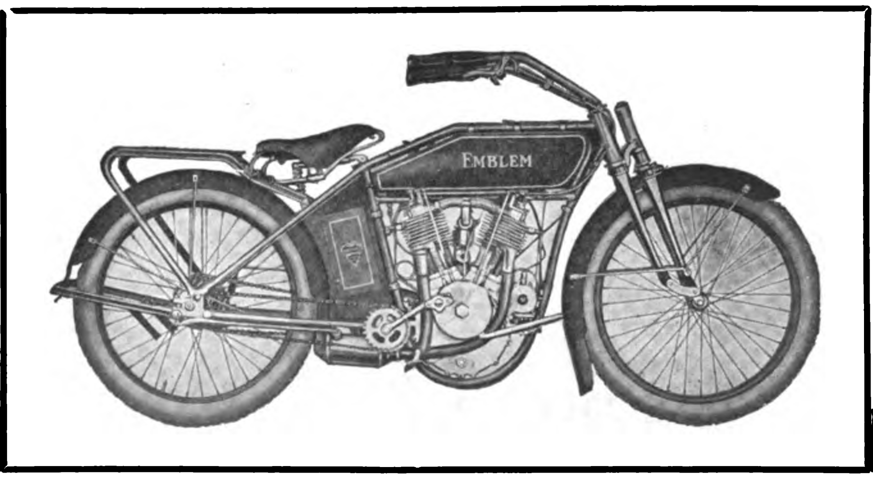
First motorcycle race with aeroplane, won by L. S. Taylor on an EMBLEM at Columbus.

DEALERS

Write us for the EMBLEM proposition at once. Don't delay writing until too late. Remember—

"A Machine in the Store is Worth Two on Order"

Emblem Mfg. Co.



Angola, New York

Rogers

ROGERS MANUFACTURING COMPANY
CHICAGO

The Nearest Approach to Automobile Luxury

The splendid ease and comfort, safety and strength, "class" and luxury afforded by the ROGERS Sidecar is the nearest approach to automobile luxury any sidecar can attain. The motorcycle equipped with a ROGERS is actually an automobile on three wheels. The square frame fittings of the ROGERS absolutely eliminate any danger of the motorcycle tubing twisting or breaking, for the entire weight of the ROGERS is exerted **downward,** and **not to the side.**

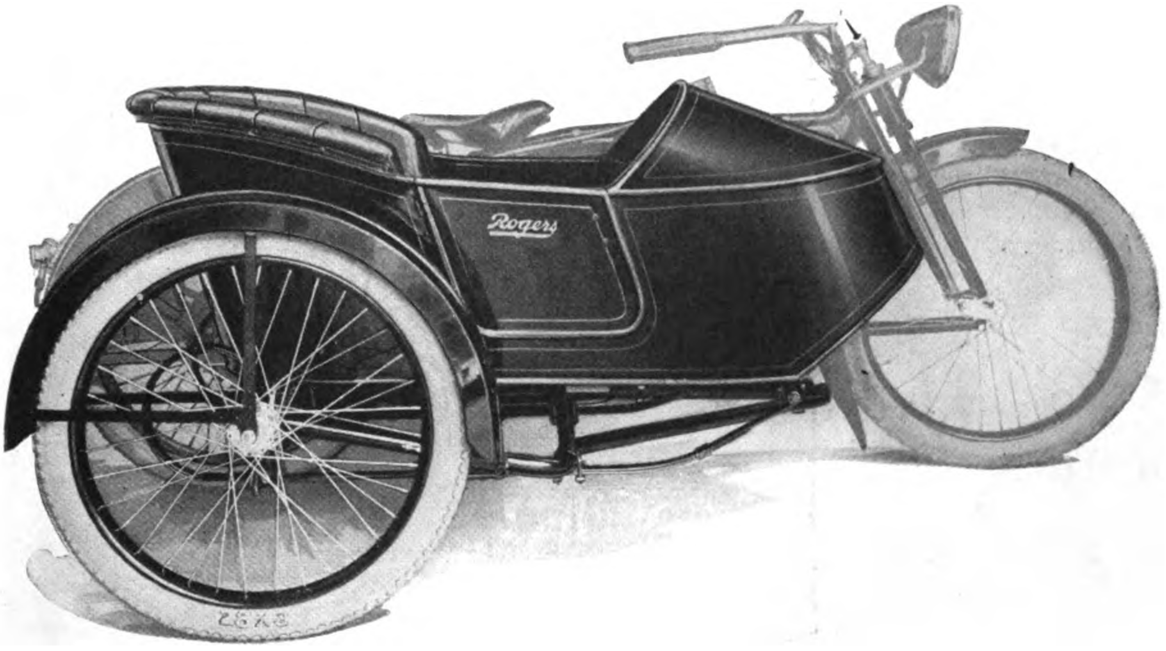
Underslung Frame—Streamline Body

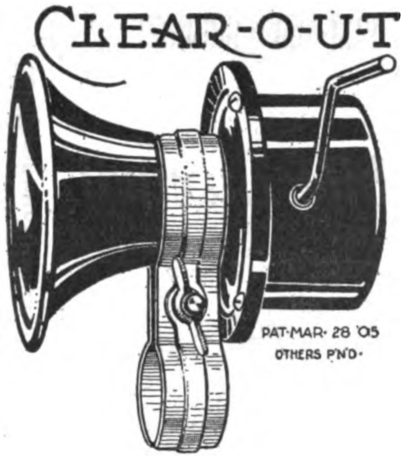
The remarkably racy lines of the ROGERS are increased by the streamline body and underslung frame. The spacious tonneau and deeply upholstered seat and back cushions afford the maximum of comfort. The body length of the ROGERS is 58 inches over all, the width in back 25 inches. The underslung spring construction of the ROGERS is such that the car SWINGS over bumps and rocks —it does not bump over.

The Rogers is a Salesmaker

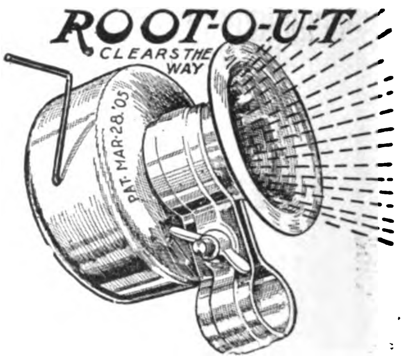
The dealer who stocks the ROGERS has at his command one of the most potent selling factors that he could find. As a demonstration of a motorcycle, nothing is more convincing to a prospective rider than to take him along in the ROGERS while you explain the fine points of the machine to him. Nine chances out of ten he will want the ROGERS, too. There are various other fine points of the ROGERS which we would be glad to explain to you in our interesting booklet. Write for it today.

ROGERS MFG. CO., 328 West Madison St., CHICAGO, ILL.





Just Look at These Horn Prices



Motorcycle Horn Only 75 Cents

Only seventy-five cents for the Clear-O-U-T Motorcycle Horn. Only twenty-five cents for the Root-O-U-T Bicycle Horn. You can't beat these prices anywhere. Seiss mechanical horns produce loud, clear tones that never fail to clear the road. Seiss Horns require

No Batteries
No Wiring
No Upkeep Cost

Your spills and mishaps are not costly should you smash your horn. You can purchase several Seiss Horns for the extra cost of batteries, wiring, etc. You can pay more than Seiss prices, but you can't get more than Seiss value. A slight turn of the crank is all that is necessary to fill the air with penetrating, sharp blasts.

Bicycle Horn Only 25 Cents

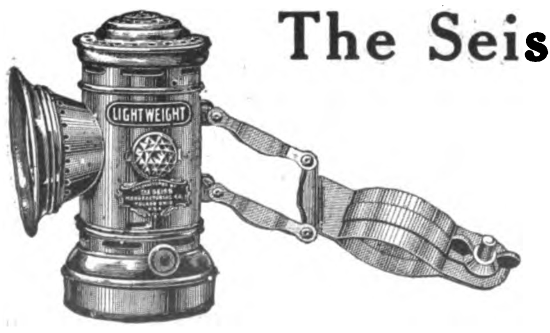
The "ROOT-O-U-T" Horn is finished in black enamel with nickel-plated clamp.

The "CLEAR-O-U-T" Horn is finished in black rubberoid enamel with rigid adjustable nickel-plated bracket.

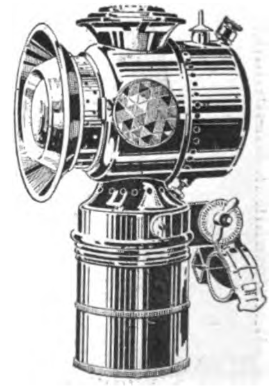
Order these horns today—hear them before you buy any kind of a Horn. Learn how to save big money, yet get the best results.

Light Weight Oil Lamp—a high-class Lamp at a very low price. Will not jolt or jar out. Highly nickel-plated with adjustable clamp. Or you can have a solid bracket. Burns kerosene. Gives a clear, bright, reliable light. Over one-half million in use.

Breckenridge Acetylene Gas Lamp Model 12—a Lamp that is without equal for reliability, strength of construction and real value. Generating ¼ foot of gas per hour. Candle power, 125. Produces a clear, white light. Water regulator under easy control at all times. Finished in bright nickel.



The Seiss Mfg. Company
432 Dorr Street
Toledo, Ohio



DEALERS: ASK YOUR JOBBER

In Every Position.

THE HENDERSON

# Denotes Comfort, Power and Control

HAS it occurred to you why there are over a quarter of a million motorcycles in use on the American Continent today?

It is because skilled engineers—the best the continent affords—have spent years in developing this most economical of pleasure and commercial vehicles.

Five years ago William G. Henderson saw unlimited possibilities in the proper adaptation of the four-cylinder power plant to the motorcycle.

As a result the HENDERSON stands alone in its ability to give maximum

COMFORT—POWER—CONTROL

The special HENDERSON padded saddle with spring adjustment is low slung and carries the weight evenly distributed between the wheels. HENDERSON construction gives a foot position in front of the motor, away from all heat and moving parts. HENDERSON riders have the last word in COMFORT—for HENDERSON design permits a natural riding position.

"Write for the Henderson Letter"

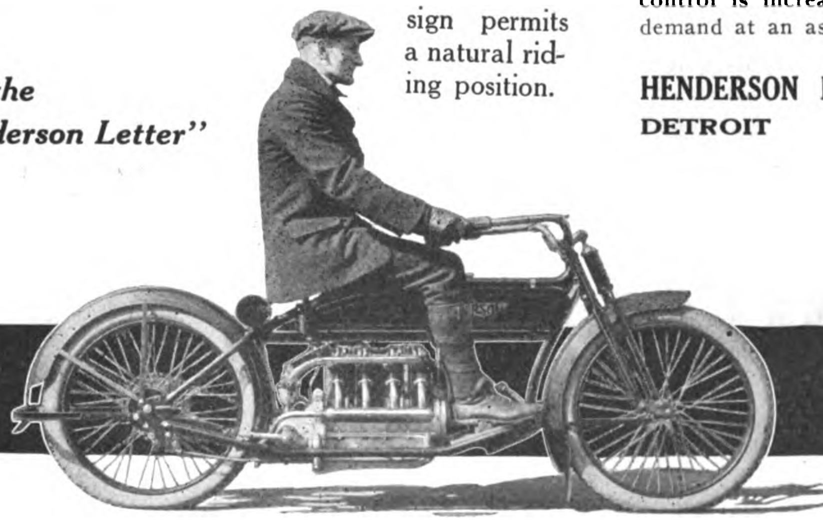
THE HENDERSON POWER PLANT

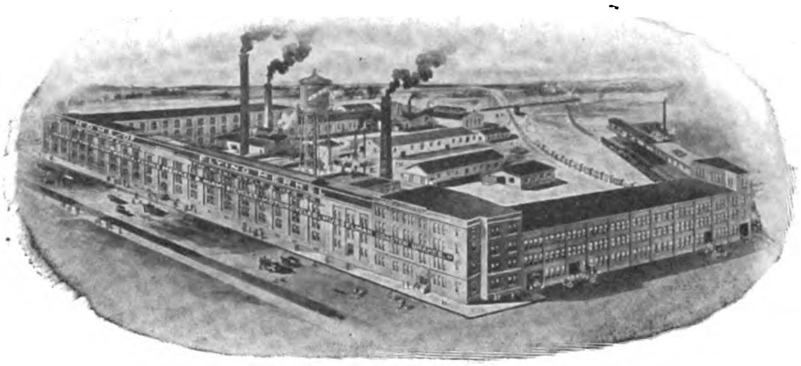
consists of Four Big Cylinders of Sixty-five inches displacement and capable of developing twelve to fourteen horsepower. It entirely dispenses with mechanical vibration and gives the maximum power at four miles per hour. Its oiling system is complete in every detail.

HENDERSON CONTROL has become known among motor cyclists as the smoothest and most efficient. The flexibility of the four-cylinder motor permits a "full throttle" with half a turn of the grip. The position, long leverage and massive construction of the HENDERSON brake levers permit the confidence of the rider in any emergency.

HENDERSON comfort, power and control is increasing HENDERSON demand at an astounding pace.

HENDERSON MOTORCYCLE CO.
DETROIT MICHIGAN



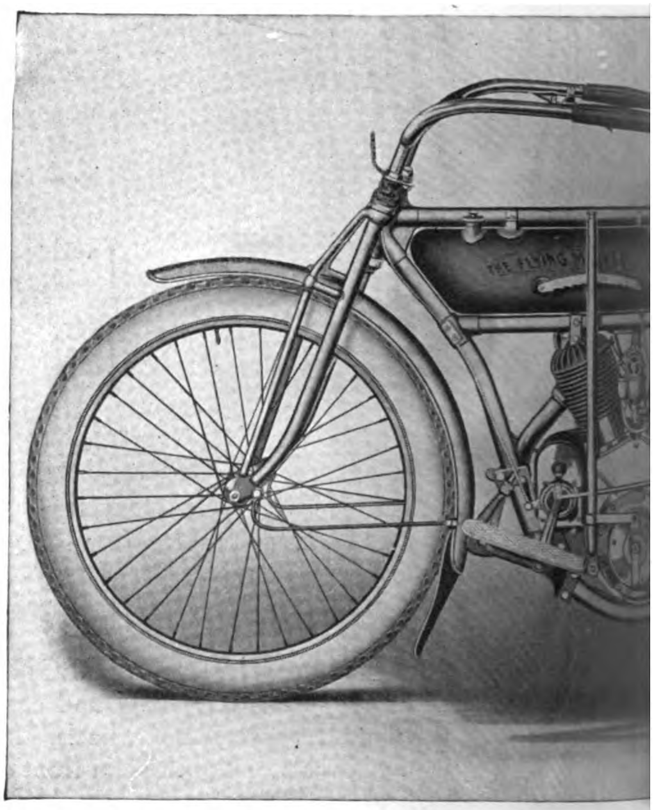


A FACTO

Quality is the
Miami-Made

The Miami Organization

With the advent of the 1914 selling season we extend to our many friends in all the world our best wishes for prosperity and happiness. We are reminded that we have had the pleasure of serving many of you for twenty consecutive years, and it is befitting that we express our keen appreciation of the splendid business we have enjoyed. Twenty years ago our company was a small, struggling concern. Our factory at that time had a floor space of less than five hundred square feet. But through the art of our workmen, and our persistent belief in a high standard of quality we have become the largest builders of high-grade bicycles, motorcycles and coaster brakes in the world. Our factories, covering several acres of ground, and operating at their fullest capacity the entire year, are required to keep abreast our sales, while our resources at this time are over two million dollars. We have at this time the strongest organization in the cycle industry and we are desirous of allying our might and faith with the might and faith of progressive dealers everywhere on the open seas of commerce.



Model 471—Complete with Dual Braking

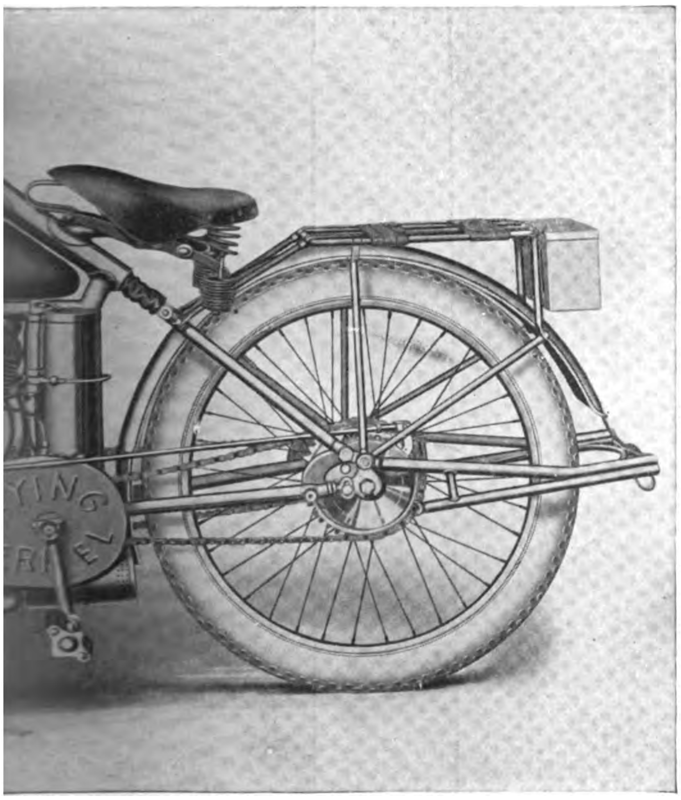
"If it passes you it's

THE MIAMI CYCLE & MANUF

300 Hanover Street

RY and ITS PRODUCTS

Keystone for Business Permanency; Goods is the Keystone for Your Success

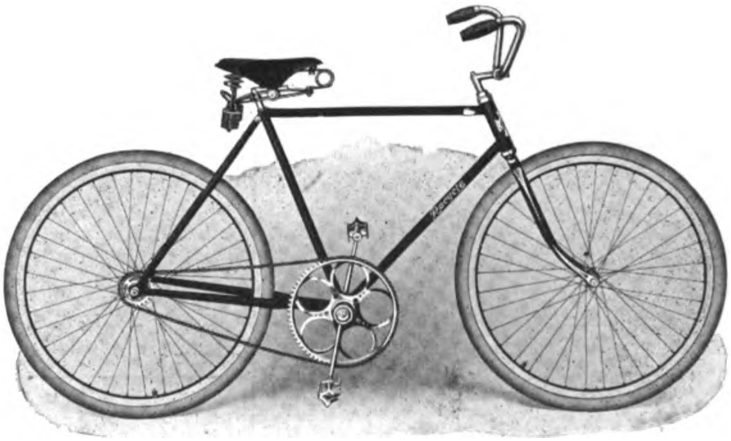


stem, Etc. **Price $240.00**

Miami Products

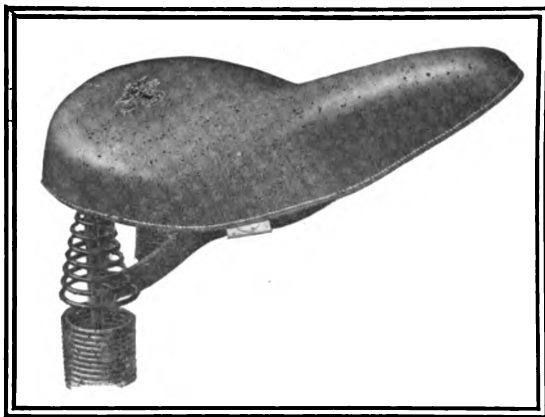
"Miami made is best made," long has been a popular slogan, and there are many good reasons. We challenge the world to produce the equal of our high-grade bicycles, and the Flying Merkel Motorcycle does not require any introduction. We manufacture several high-grade agency lines, foremost of these being the world famous Racycle line of bicycles. The Racycle agents are the most prosperous bicycle dealers in the United States. Then there is the famous Hudson, equally as high grade, but possessing different characteristics in design and principle. The Flying Merkel line of bicycles is a bank account to any progressive dealer, as this line has jumped into instant popularity since its introduction two years ago. The Miami Bull Dog is a new creation, designed to meet the requirements of riders who desire a high-grade, easy running bicycle of the motorcycle type. Although we are represented in every part of the world we are still able to appoint exclusive representatives in certain localities, so if business is slack with you, write us fully and our Dealers' Aid Bureau will analyze your problems cheerfully and give you the benefit of its expert knowledge of business conditions generally without obligating you in any way. Let us hear from you.

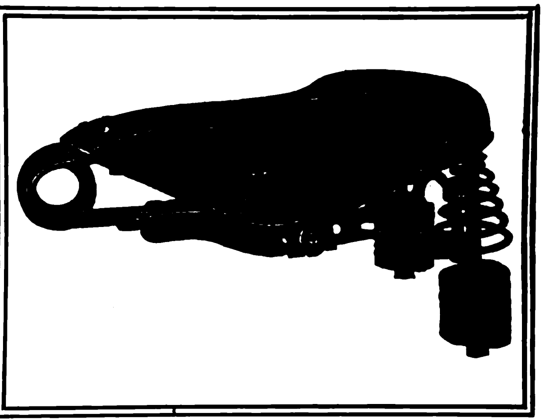
a Flying Merkel"



CTURING CO.

Middletown, Ohio, U. S. A.





TROXEL SADDLES

FOR

Motorcycle

AND

Bicycle

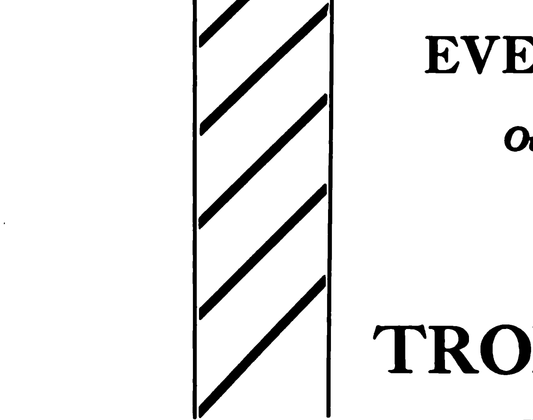
EVERYBODY'S CHOICE

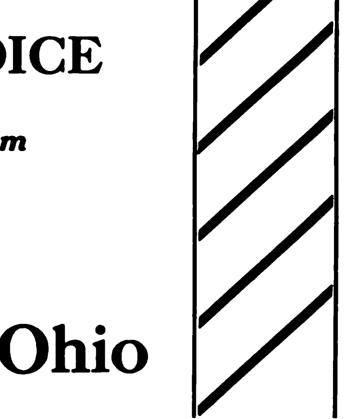
Over 50 Models to Select From

Send for Illustrated Catalog
IT'S FREE!

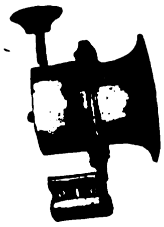
TROXEL, Elyria, Ohio

H. T. ROBERTS
Selling Agent
416 W. Grand Ave.
Chicago, Ill.





EVERY motorcycle accessory advertised in connection with the J.-M. Service Emblem is a proven product, backed by the guarantee of a $5,000,000 corporation and sold plus the assurance of a reliable Service now in actual operation in every important city of North America.



The Signal that spells SAFETY

Safety for yourself and safety for others are two good reasons for making sure of your warning signal. The

LONG HORN
INVENTED BY G.F. LONG

leaves nothing to chance because it leaves nothing for unreliable mechanism to do. It is non-electrical, independent of batteries, wires and button, operated instead by pressure of your hand on the knob. What surer means exists?

Warning note is governed at will, depending on pressure applied and varies from a polite appeal to positive command.

The Long Horn has nothing to get out of order; hence needs no repairs. Hardened gears and ball bearings make it practically wear-proof.

$10—First cost the only cost

Correct in Principle Accurate in Practice

Down at the bottom of Jones Speedometer construction lies the real reason for its accuracy, the mechanical principle of centrifugal force.

Jones Speedometer
Centrifugal Principle

Centrifugal force does not vary with changes in temperature or altitude. It is constant, unvarying, as unalterable in fact as the law of gravity. It is the true standard by which to measure speed.

With a Jones Speedometer on your motorcycle you know your actual rate of speed, no matter how changeable the thermometer may be. You do not have to peer fixedly at the Jones Speedometer either to see what your speed is. The clock dial and clock hand make it easy to read. And when you wish to reset your trip odometer you do so by a single push on the reset stem—not an infinite number of turns. In refinement of detail as well as correctness of principle, the Jones Speedometer excels.

JOHNS-MANVILLE SERVICE
COVERS THE CONTINENT

SERVICE BRANCHES

Akron
Albany
Atlanta
Baltimore
Birmingham
Boston
Buffalo
Charlotte
Chicago
Cincinnati
Cleveland
Columbus
Dallas

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Denver
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New Orleans
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Omaha
Philadelphia
Pittsburgh
Portland, Ore.
Rochester
St. Louis

St. Paul
Salt Lake City
San Francisco
Seattle
Syracuse
Toledo
Washington
Wilkes-Barre
Youngstown

THE CANADIAN H. W. JOHNS-MANVILLE COMPANY, Ltd.
Toronto Montreal Winnipeg
Vancouver

J-M (Mezger) Soot-Proof Spark Plug
Cleans itself. Double chamber construction prevents short circuit as a result of carbon deposits around electrode. Positively will not leak. Gives hottest spark, longest service and absolutely ends all spark plug troubles.

Electric Light From Dry Batteries
J-M Mobilite Motorcycle outfit consists of powerful parabolic reflector headlight and red tail-light. Fitted with special low amperage tungsten bulbs, they produce brilliant light from six dry cells or a 6-volt storage battery.

WRITE NEAREST BRANCH FOR BOOKLETS. (2471)

H·W· JOHNS - MANVILLE CO·

Standard—The Name of a Reliable Speedometer

Every manufacturer can point with pride to some distinctive feature of his product that tends toward better service. But in no speed recording instrument on the market will you find such a collection of **reliability**—assuring points as in the

STANDARD SPEEDOMETER
"THE INSTRUMENT OF PERMANENT ACCURACY"

MILES PER HOUR
10
20
30
40
50
60
70
80
STANDARD SPEEDOMETER

Built upon the centrifugal force principle, the *only* accurate method of speed recording, the STANDARD SPEEDOMETER registers accurately under all adverse road and weather conditions. The heavy sliding weights assure a remarkably steady and unwavering indicator needle.

The Standard Drive, a combination of flexible and rigid tubing with the largest pitch hub sprocket on the market today is as accurate as is possible for *any* motorcycle recording instrument to attain. Every detail of the Standard front drive is patented and cannot be obtained on any other speed recording device.

DEALERS

STANDARD SPEEDOMETERS are made to sell on a quality basis. Others are made to sell on a price basis. Standard Speedometers range from $12.50 to $16.00. *You* can supply the consistent demand for STANDARD that has been BUILT up by eight years of reliable service. Write for our proposition.

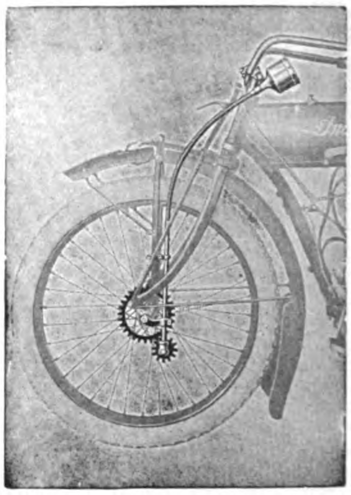
**STANDARD
THERMOMETER COMPANY**

65 Shirley St., BOSTON, MASS.

Ball Bearing Joint

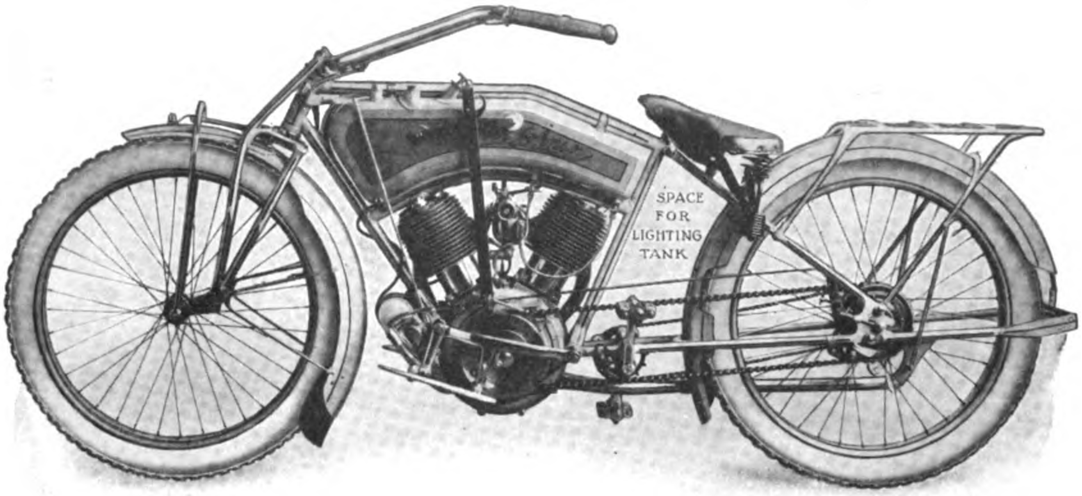
A rigid tube is fastened to the axle by a drop-forged arm which pivots upon a steel bearing. The tube has a reciprocating motion, due to the action of the spring fork, and is held in a position at its upper end by a guide which is clamped to the fork. A driving gear is clamped to the spokes of the motorcycle which meshes with a fibre pinion which is attached to a spindle projecting from a ball-bearing bevel joint.

Our flexible shaft rotated in the flexible tube is made of steel links. In case of accidental breakage, the repairs can easily be made by the rider.



When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.

IVER JOHNSON



And Our 1914 Message to Dealers

Immediate deliveries.

Effective sales helps enabling you to reach the riders.

Scientific national publicity which gets results in your territory.

A bicycle line unequalled in variety —14 different models.

A complete motorcycle line including the famous Iver Johnson Twin.

This is YOUR opportunity.

Quality admitted by all as above comparison.

Can you afford to let it pass?

Our 82 page catalogue and agency proposition can be had upon application.

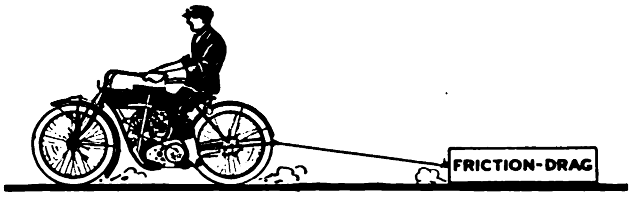
Iver Johnson's Arms & Cycle Works

395 River St., Fitchburg, Mass.

New York Office 99 Chambers St.	St. Paul Office 2080 Grand Ave.	San Francisco Office 717 Market St.

"Give me a quart of Oil"

This careless request may bring costly penalties



One of the surest ways to invite friction-drag and motor trouble is to say, "Give me a quart of oil."

"Give me a quart of Oil" *invites* Loss of Power

You can get full compression—complete power—only by using oil whose *body* suits *your* motor.

Correct *body* is seldom secured by saying "Give me a quart or oil."

"Give me a quart of Oil" *invites* Scored Cylinder Walls

Scoring frequently results from oil of low lubricating *quality*. Often, also, the oil's *body* is too light.

Too often the blame can be traced straight to "Give me a quart of oil."

"Give me a quart of Oil" *invites* Wear of Bearings

Bearings differ widely in type and size. For every oil that suits your motor bearings, you will find many which will cause undue friction.

An almost sure start toward bearing-trouble is, "Give me a quart of oil."

"Give me a quart of Oil" *invites* Wear of Wrist-Pins

The location of the wrist-pins within the heated pistons and the slight angular motion of the bushings demand an oil that will spread readily, yet maintain the proper film between the pins and bushings.

To encourage wrist-pin troubles prematurely, it is only necessary to say, "Give me a quart of oil."

"Give me a quart of Oil" *invites* Carbon Deposit

Guesswork won't eliminate this trouble.

Suppose the *body* is too light for the piston clearance. The oil then works too freely into the combustion chambers. In burning, excess carbon accumulates unless the oil's ash is light and naturally expelled through the exhaust.

An easy road to carbon trouble is, "Give me a quart of oil."

"Give me a quart of Oil" *invites* Noise

When a comparatively new motorcycle pounds and racks its way along the roads it is seldom necessary to ask what brought on premature old age. Generally it is undue friction—resulting from incorrect lubricating oil. A way to invite premature noise is an off-hand request, "Give me a quart of oil."

"Give me a quart of Oil" *increases* Maintenance Cost

If the oil's *quality* is low, a larger quantity is necessary to maintain a film.

If its *body* is incorrect, you have incomplete protection for the moving parts.

In either case excessive friction-drag results. Fewer miles are obtained from each gallon of gasoline. Your fuel and repair bills mount up.

This common waste is the frequent result of "Give me a quart of oil."

How to secure the correct oil for your Motorcycle

Do not say, "Give me a quart of oil."

You want an oil whose *body* is correct and whose *quality* is best suited to the requirements of your motor.

Ask for that oil and get it.

Below we print our chart of Motorcycle Recommendations.

This Chart was prepared by a company whose authority on scientific lubrication, for every class of machinery, is recognized throughout the world—The Vacuum Oil Company.

It was prepared after a careful analysis of the motor of each make and model of motorcycle.

In buying Gargoyle Mobiloils, it is safest to purchase in original barrels, half-barrels, and *sealed* five-gallon or one-gallon cans. Look for the red Gargoyle on the container.

The various grades of Gargoyle Mobiloils, for motorcycle use, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "Arctic"

They can be secured from reliable garages, automobile supply houses, hardware stores and others who supply lubricants.

For information, kindly address any inquiry to our nearest office.

Vacuum Oil Co

Rochester, N. Y., U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

DOMESTIC BRANCHES:

DETROIT
321 Free Press Bldg.

BOSTON
49 Federal St.

NEW YORK
61 Broadway

CHICAGO
Fisher Bldg.

PHILADELPHIA
4th and Chestnut Sts.

INDIANAPOLIS
Indiana Pythian Bldg.

MINNEAPOLIS
Plymouth Bldg.

PITTSBURGH
Fulton Bldg.

A guide to correct Motorcycle lubrication

Explanation: In the schedule, the letter opposite the motorcycle indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A," "Arc" means "Gargoyle Mobiloil Arctic." The recommendations cover all models of the same make unless otherwise noted.

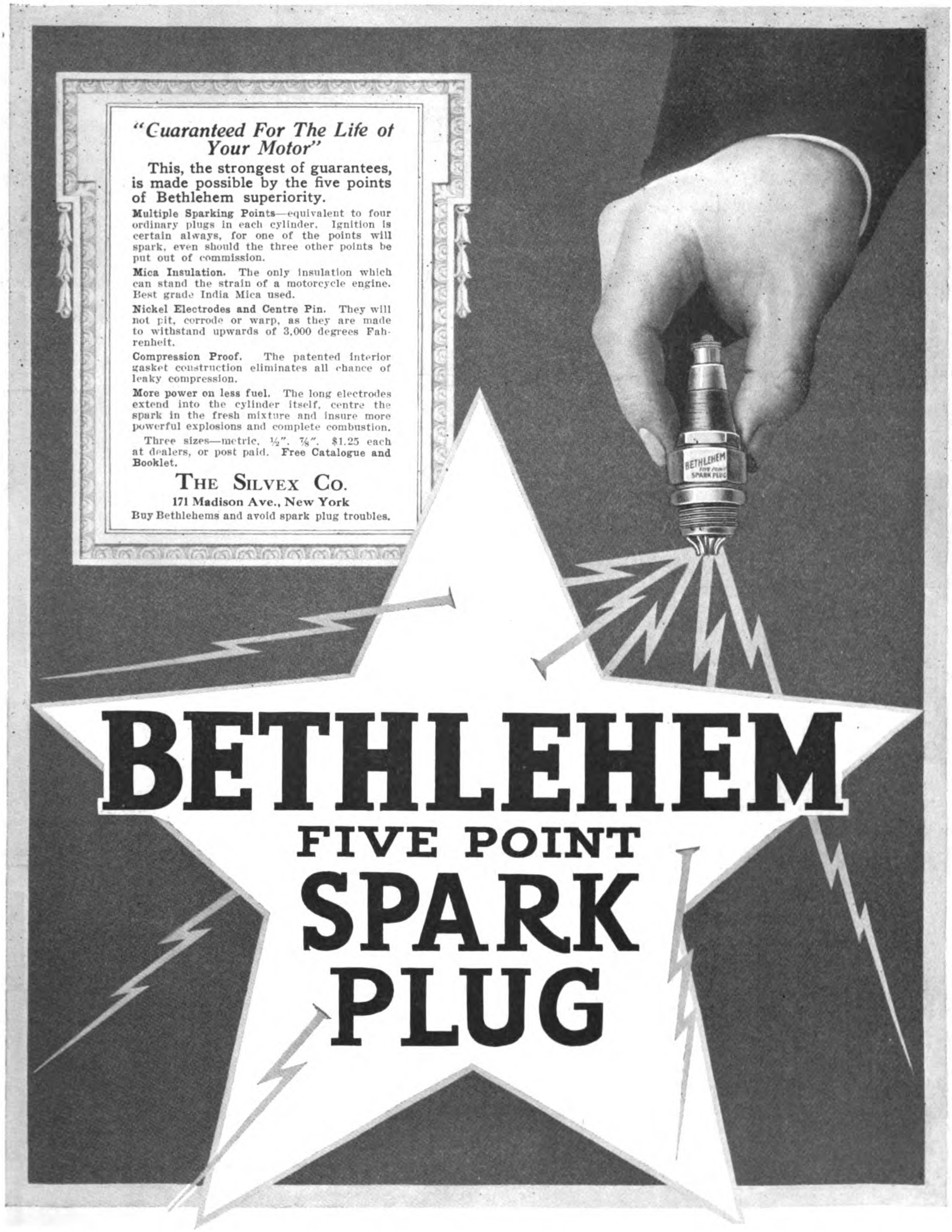
Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
American	B	A	B	A	B	A	B	A	B	A
American Peugeot (2 cyl.)	B	A	B	A	B	A	B	A	B	A
American Peugeot (4 cyl.)	....	....	A	Arc.	A	Arc.	A	Arc.	....	....
A. M. C.	....	....	....	....	....	....	B	A	B	A
Armac	....	....	....	....	B	A	....	....	....	....
Arrow	....	....	....	....	B	A	B	A	....	....
Aurora	....	....	....	....	B	A	....	....	....	....
Auto-Fri	....	....	....	....	....	....	B	A	....	....
Bailey Flyer	....	....	....	....	....	....	B	A	B	A
Black Hawk	....	....	....	....	B	A	B	A	....	....
Bradley	....	....	....	....	B	A	....	....	....	....
Breed	....	....	....	....	B	A	....	....	....	....
Crawford	....	....	....	....	....	....	....	....	B	A
Curtiss	B	A	B	A	B	A	B	A	B	A
C. V. S.	B	B	B	B	B	B	....	....	....	....
Dayton	....	....	....	....	....	....	B	A	B	A
De Luxe (1 cyl.)	....	....	B	A	B	A	B	A	....	....
De Luxe (2 cyl.)	....	....	A	Arc.	A	Arc.	A	Arc.	B	A
Detroit	....	....	B	A	B	A	....	....	....	....
Detroit Bi-Car	....	....	....	....	B	A	....	....	....	....
Eagle	B	B	B	B	B	B	B	A	B	A
Electra	....	....	....	....	B	A	....	....	....	....
Emblem (1 cyl.)	B	B	B	B	B	B	B	B	....	....
Emblem (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Excelsior	B	A	B	A	B	A	B	A	B	A
Feilbach	....	....	....	....	....	....	A	Arc.	....	....
Flanders	....	....	....	....	B	A	B	A	B	A
F. N.	A	Arc.	A	Arc.	A	Arc.	A	Arc.	....	....
Geer	B	A	B	A	B	A	B	A	....	....
Gerhart	....	....	....	....	B	A	....	....	....	....
Greyhound	B	A	B	A	B	A	B	A	....	....

Mobiloils

A grade for each type of motor.

Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Harley-Davidson	B	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Haverford	....	....	B	B	B	B	....	....	....	....
Henderson	....	....	....	....	A	Arc.	A	Arc	A	Arc.
Indian (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Indian (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Iver Johnson	....	....	....	....	B	A	B	A	B	A
Jefferson	....	....	....	....	....	....	B	A	B	A
Kokomo	....	....	....	....	B	A	....	....	....	....
Limited	....	....	....	....	....	....	....	....	A	Arc.

Model of	1910		1911		1912		1913		1914	
MOTORCYCLES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Majestic	....	....	....	....	B	A	B	A	....	....
Marvel	B	B	B	B	B	B	B	B	....	....
Merkel	B	A	B	A	B	A	B	A	B	A
Michaelson	....	....	....	....	....	....	B	A	B	A
Minneapolis	B	A	B	A	B	A	B	A	....	....
M. & M.	B	A	B	A	B	A	B	A	....	....
Monarch	....	....	....	....	B	A	B	A	B	A
Motorette	....	....	....	....	B	A	B	A	B	A
New Era	B	A	B	A	B	A	B	A	....	....
New Hudson	....	....	....	....	....	....	B	B	....	....
N. S. U. (1 cyl.)	B	B	B	B	B	B	B	B	....	....
N. S. U. (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	....	....
Peerless	....	....	B	A	B	A	....	....	....	....
P. E. M.	....	....	....	....	B	A	B	A	....	....
Peugeot	B	A	B	A	B	A	B	A	....	....
Pierce (1 cyl.)	B	A	B	A	B	A	B	A	B	A
Pierce (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pirate	....	....	....	....	....	....	B	B	B	A
Pope	....	....	B	B	B	A	B	A	B	A
Racycle	....	....	B	A	B	A	....	....	....	....
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance	B	A	B	A	B	A	B	A	....	....
Royal	B	A	....	....	....	....	....	....	....	....
Sehickel	....	....	B	A	B	A	A	Arc.	B	B
Scout	....	....	....	....	....	....	B	B	....	....
Shaw	....	....	....	....	....	....	B	A	B	A
Theim	B	A	B	A	B	A	B	A	B	A
Thor (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Thor (2 cyl.)	B	A	B	A	B	A	B	A	B	A
Torpedo	B	B	....	....	....	....	....	....	....	....
Wagner	B	B	B	B	B	A	B	A	....	....
Yale (1 cyl.)	B	B	B	B	B	B	B	B	B	A
Yale (2 cyl.)	B	A	B	A	B	A	B	A	B	A



"Guaranteed For The Life of Your Motor"

This, the strongest of guarantees, is made possible by the five points of Bethlehem superiority.

Multiple Sparking Points—equivalent to four ordinary plugs in each cylinder. Ignition is certain always, for one of the points will spark, even should the three other points be put out of commission.

Mica Insulation. The only insulation which can stand the strain of a motorcycle engine. Best grade India Mica used.

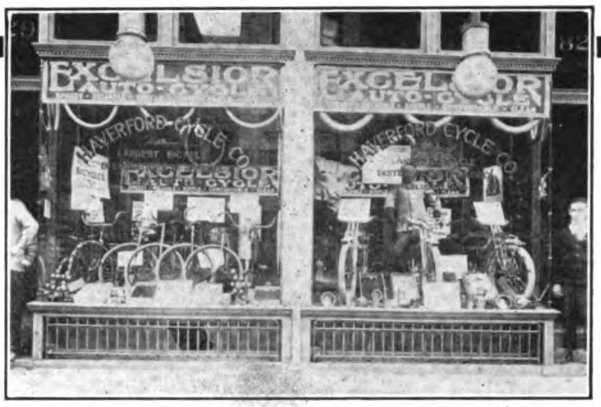
Nickel Electrodes and Centre Pin. They will not pit, corrode or warp, as they are made to withstand upwards of 3,000 degrees Fahrenheit.

Compression Proof. The patented interior gasket construction eliminates all chance of leaky compression.

More power on less fuel. The long electrodes extend into the cylinder itself, centre the spark in the fresh mixture and insure more powerful explosions and complete combustion.

Three sizes—metric, ½", ⅞". $1.25 each at dealers, or post paid. **Free Catalogue and Booklet.**

THE SILVEX CO.
171 Madison Ave., New York
Buy Bethlehems and avoid spark plug troubles.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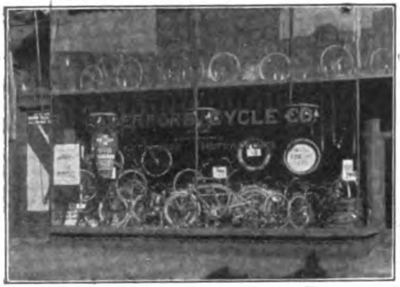
EXCELSIOR AUTO-CYCLE
HAVERFORD CYCLE CO.
HAVERFORD CYCLE CO.

Main Store—825-27-29 Arch St., Philadelphia, Pa.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HAVERFORD CYCLE CO.

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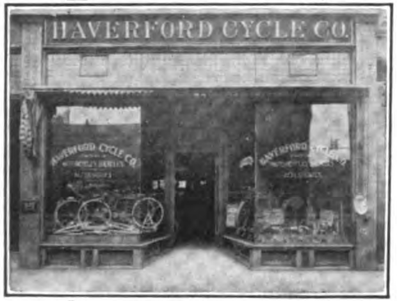
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IGNORANCE IS NO EXCUSE

If you don't know that THE HAVERFORD CYCLE CO. can save you valuable time and money on all standard and special bicycle and motorcycle accessories that's your fault; we've told you so often enough.

Of course we might not be telling the truth. This may be nothing but a little advertising gaff, but it's easily proven.

If you'll send us your name on your printed letter head or enclose your card to show that you're a dealer we will forward our Dealer's List and *Special Monthly Bargain Sheet to Dealers.*

Now, when you get these lists and find that what we've said about price is O. K., just send us a small order. It can't be too small to receive our best efforts, and will prove to you that what we said about *service* and *quality* was O. K. also.

WE'RE THE BIGGEST HOUSE IN THE EAST MAKING A SPECIALTY OF BICYCLES AND BICYCLE AND MOTORCYCLE ACCESSORIES.

Sole Distributors for EXCELSIOR AUTO-CYCLES in Pennsylvania, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, District of Columbia, Cuyahoga County in Ohio, Erie County in New York.

MERKEL Distributors in the State of Michigan.

Kindly send your inquiries to our main office, and your orders to the nearest one of our branches illustrated on this page.

THE HAVERFORD CYCLE CO.

329 Market St., Philadelphia, Pa.

EXCELSIOR MOTOR CYCLES

Schrader
Universal Tire Pressure Gauge

There is as much water for drowning purposes beneath a rowboat as there is beneath a battleship—
and the chances of shipwreck are greater on board the rowboat than on board the battleship—
Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist
who carries a

**Schrader
Universal**

TIRE PRESSURE GAUGE

and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver.

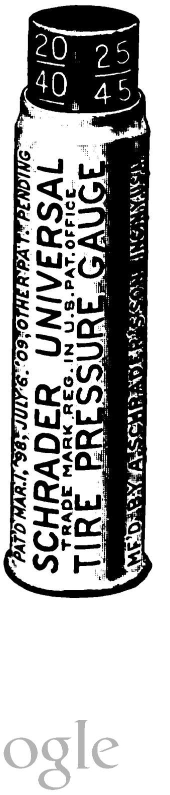
Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

**A. Schrader's Son
Inc.**

**783-791 Atlantic Avenue
BROOKLYN, N. Y.**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40 45
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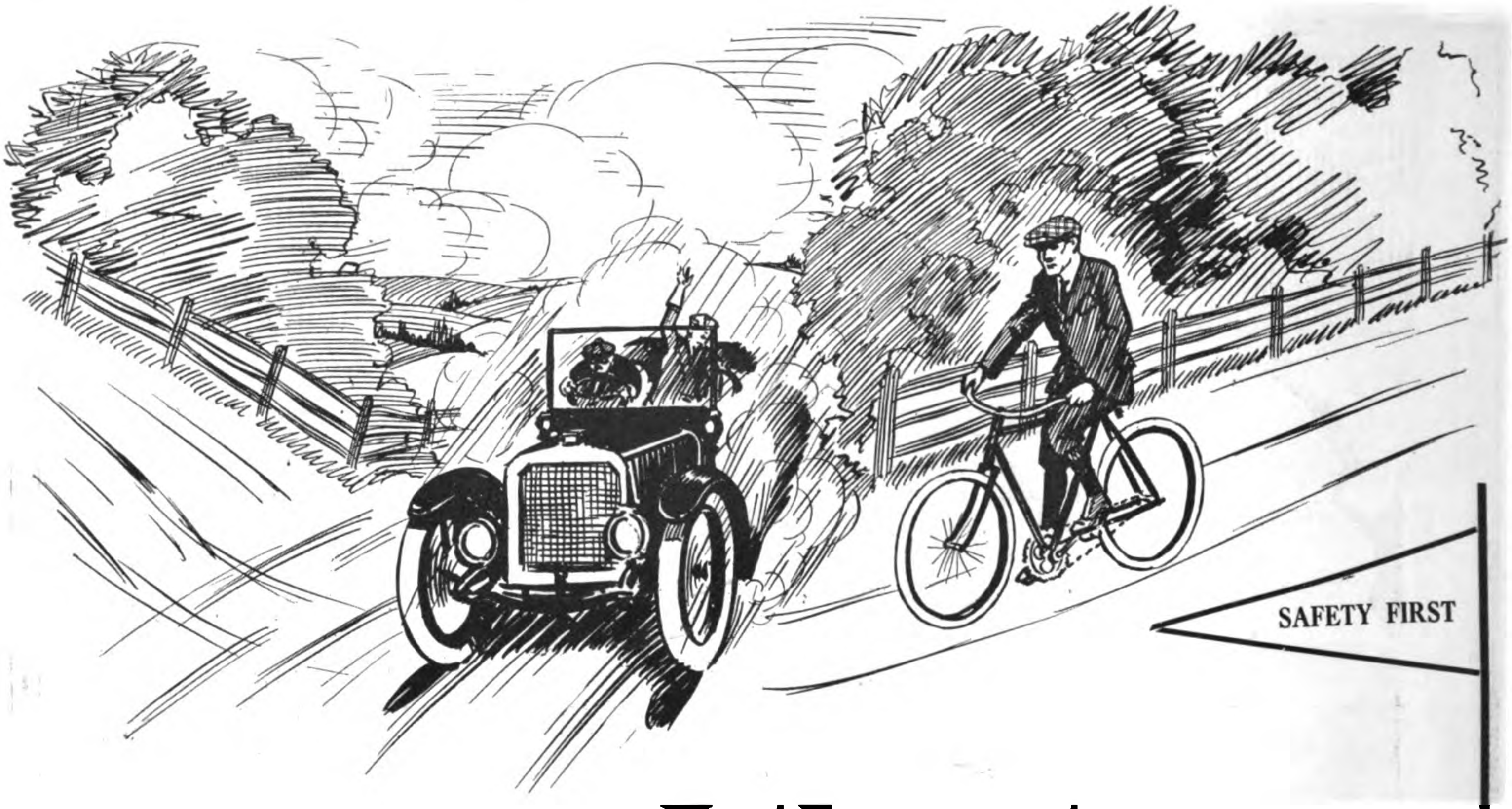
SCHRADER UNIVERSAL
TRADE MARK REG. IN U.S. PAT. OFFICE
TIRE PRESSURE GAUGE
MF'D BY A. SCHRADER'S SON INC. N.Y.



Atherton Coaster Brake

Made Right
Stays Right

Here is a brake that can be depended upon **absolutely** for free coasting and perfect braking.

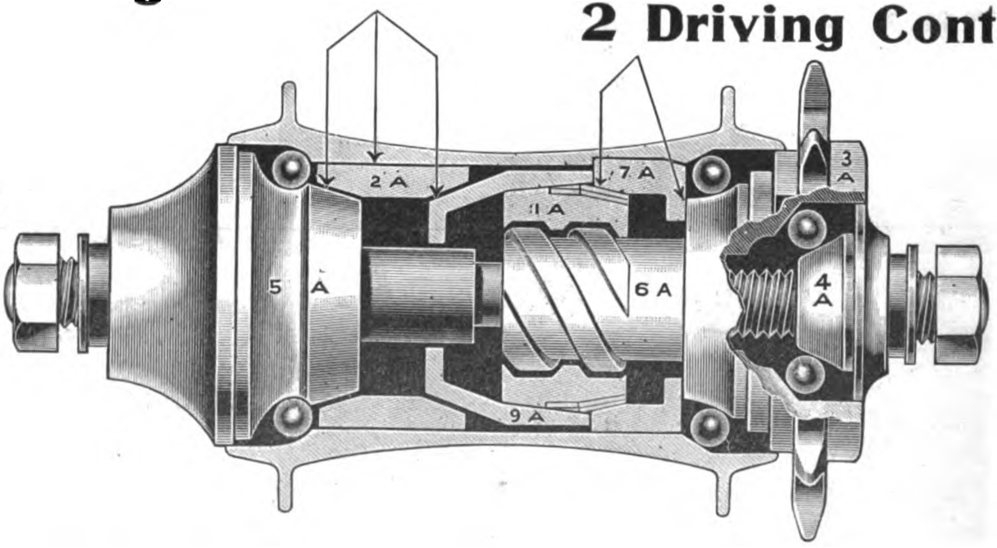
There are no hit-or-miss methods employed in the construction of the ATHERTON.

The three braking surfaces afford a remarkably flexible braking action, which, however, can be made absolutely positive at the will of the rider.

Two driving points of contact make certain that there is no possibility of slip in the forward drive.

3 Braking Surfaces

2 Driving Contacts



Buffalo
Metal Goods
Co.

Licensed Coaster
Brake Manufacturers

865 Lafayette Ave.
Buffalo
New
York

Be sure and send for our New Bicycle Literature. It's yours for the asking.

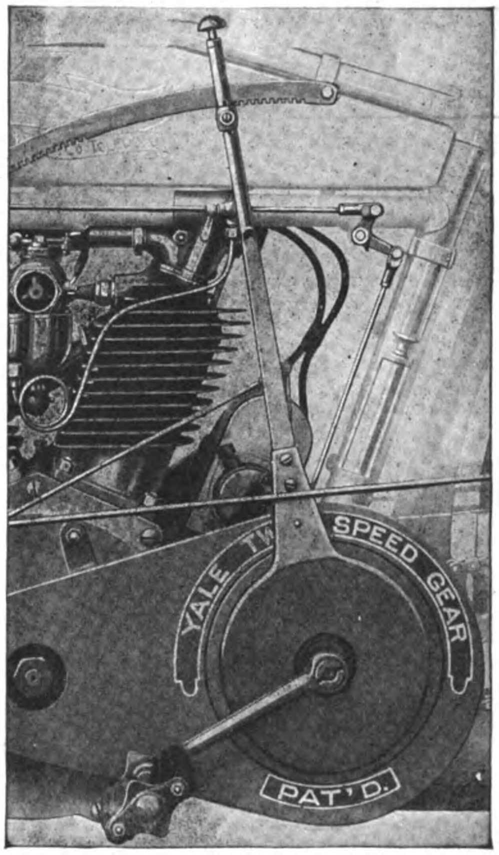
Fit Your Excelsior or Indian with a Yale Two-Speed Gear

OWING to the tremendous demand for this wonderfully efficient transmission, from riders of all sorts of machines, who have learned of the remarkably increased ability it gives any motorcycle, we have arranged to furnish Yale Two-Speed Gears to fit Indians and Excelsiors.

This transmission is furnished complete with control lever, quadrant, and all parts needed, ready to put on.

It can be applied without making any alterations or doing any machine work or brazing—simply remove the old-style countershaft clutch and replace it with this new two-speed transmission, and your motorcycle will be transformed to an up-to-date, efficient mount of such great all-round ability that you'll hardly realize it is the same machine.

For the Yale two-speed gear practically makes a new motorcycle of it. It eliminates the inadequacy and limitations that are unavoidable in single-speed machines, and gives an adaptability to changing conditions that makes it easy and safe and comfortable to overcome difficulties that meant exertion and hard work and failure with the old-style transmission.

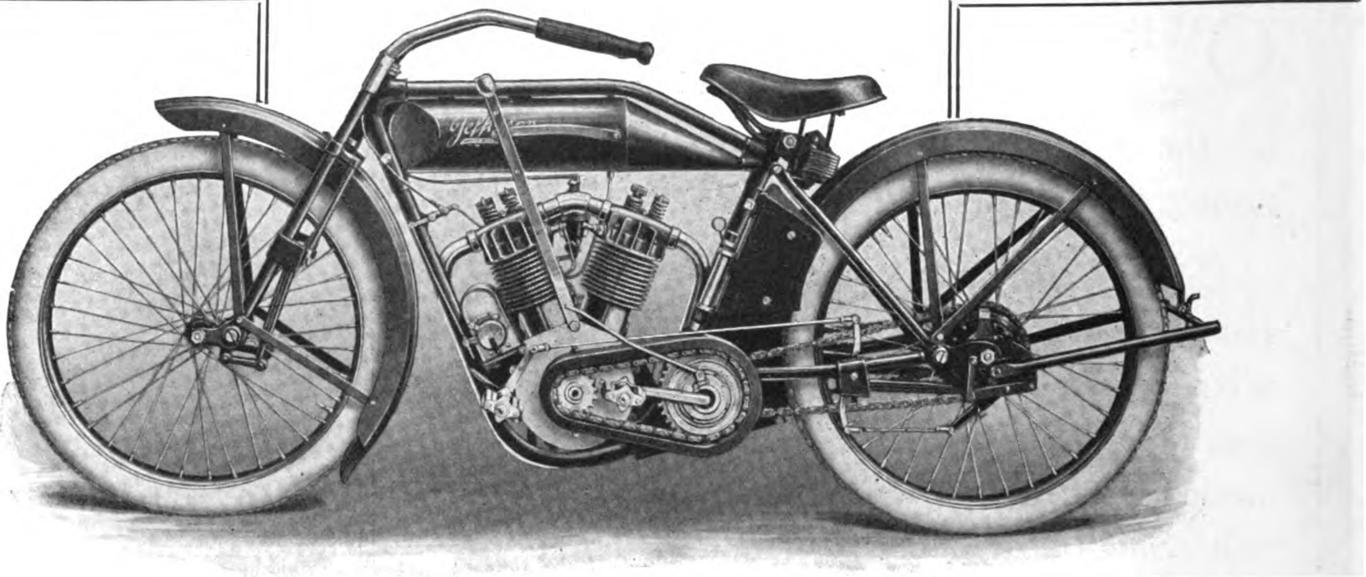


Yale Patented Two-Speed Gear, controlled entirely by one simple lever. All operations performed by positive mechanical means not depending upon any springs for efficiency. Simple in design, with parts few in number and sturdy and strong in construction. Multiple-disc clutch with discs of special spring steel that will not burn or become scored. Same transmission as used on Two-Speed Yale Motorcycles. Price complete, $50. State make and model of machine when ordering.

A single day's riding with a Yale two-speed gear on your machine will show you that its value is so great that you can't afford to do without it. Have the Yale dealer fit this transmission to your machine. Descriptive folder on request.

The Consolidated Mfg. Co., 1730 Fernwood Ave., **Toledo, O.**

The Jefferson



The 1914 JEFFERSON 7 h.p. Twin Chain Drive, Auxiliary Foot Brake, Foot Rests, Cradle Spring Frame, Overhead Valve Construction and other exclusive features.

PICTURES are all very nice—eloquent descriptions by clever advertising men please you—**but what you want to know positively** is—which of the many machines so ably described can **produce** the most **service** for the least cash outlay. Isn't that the main consideration—Mr. Buyer?

The JEFFERSON is not to be compared with any other twin cylinder motorcycle made. It has its own exclusive features that make for the utmost in reliable operation. The JEFFERSON Motor is the lightest and most flexible made. Perfection in design, extra finish and complete accessibility are the strongest points in its favor. Go to the JEFFERSON dealer in your town and ask him to give you a JEFFERSON demonstration. Whatever you have learned about motorcycle efficiency before trying a JEFFERSON is only elementary. JEFFERSON power you will find is ample for the hardest trials.

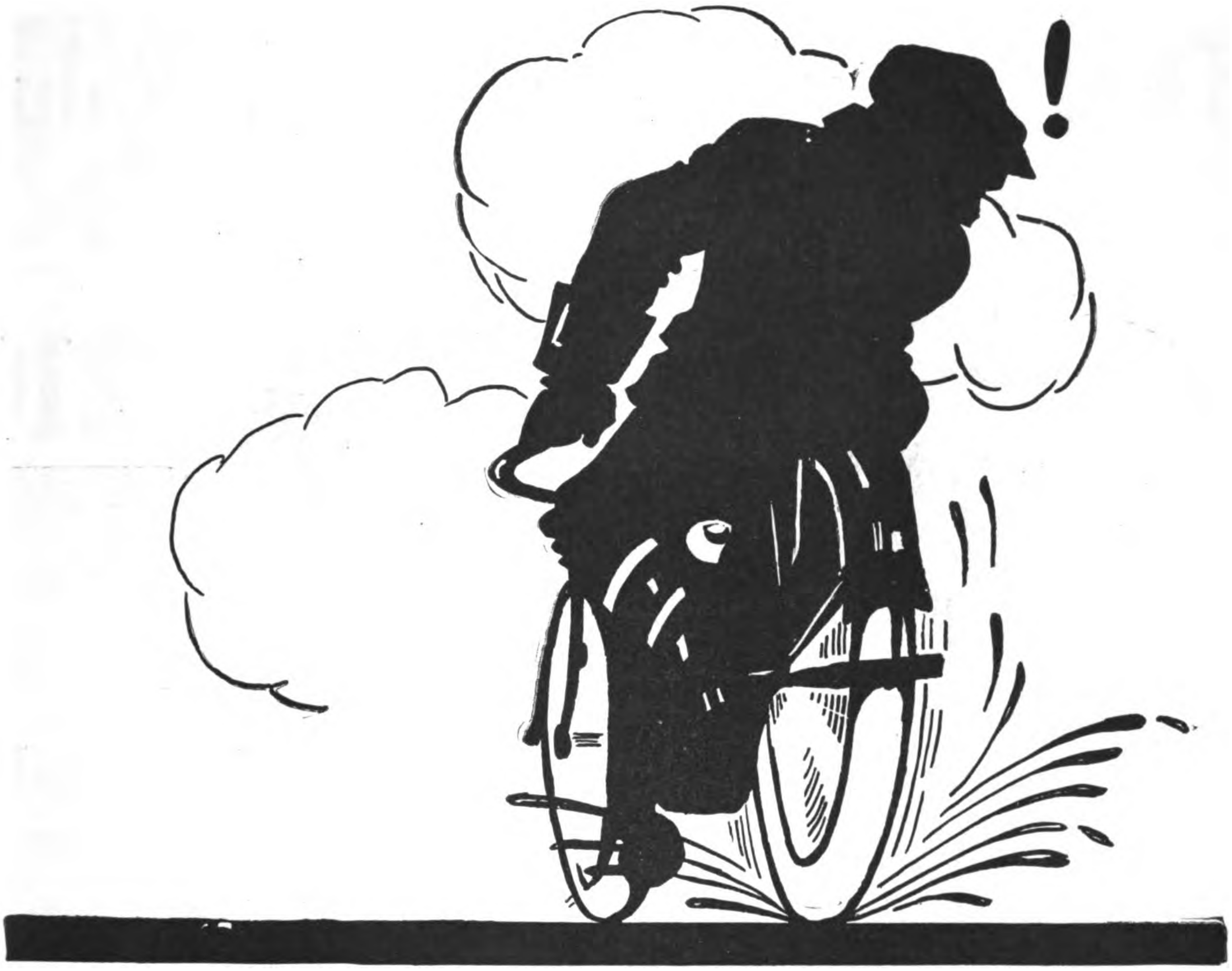
We hold the original patents for leaf springs on motorcycles and have developed the only safe method of their attachment. Hammock comfort for the rider.

Note the absence of loose ends on the JEFFERSON. Its clean-cut appearance, lithe, compact, close to the ground, light, yet solidly built—truly no handsomer, simpler or more dependable machine made.

In a word, we claim that a demonstration will convince you that the JEFFERSON will go so far beyond any other in every detail of motorcycle service that you will make up your mind at once to be a JEFFERSON rider. So confident are our dealers that a JEFFERSON demonstration will convince you that they will welcome a request from you for a practical trial in competition with any other.

Our new catalog for 1914 shows all our Models. Ask for your copy.

Waverley Manufacturing Co., Jefferson, Wis.



There's a way to prevent you from getting this "slipping" and "False Mileage"—

EVERY time you ride on a slippery pavement or a wet road, your rear wheel is bound to slip, and revolve at a much faster rate than you are actually traveling. So if you are using a rear wheel driven speedometer, you *must* get false mileage. Also this constant slippage causes your rear wheel driven speedometer to show a greater speed than you are actually going.

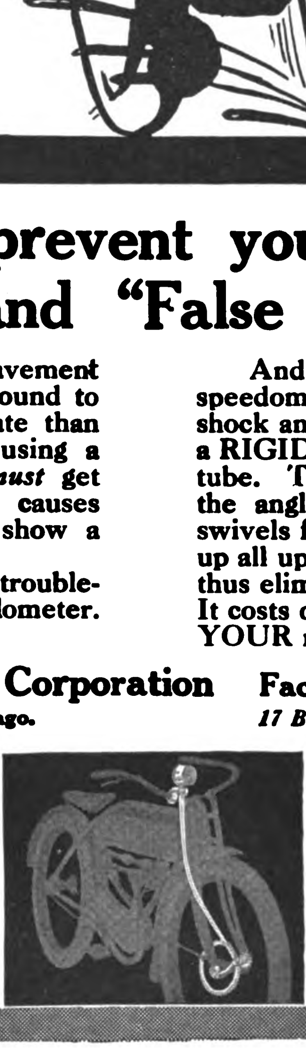
This cannot happen if you use the trouble-proof Stewart Front Wheel Driven Speedometer. The front wheel cannot slip.

And the Stewart is the *only* front wheel drive speedometer that *cannot* be injured by front fork shock and twist. Its drive chain operates through a RIGID TUBE instead of the usual flimsy flexible tube. This tube supports the bracket which holds the angle joint and fibre pinion. This bracket swivels freely on the front wheel axle and takes up all up-and-down movement of the front wheel, thus eliminating all springing and whipping wear. It costs only $12 complete, ready to install right on YOUR motorcycle.

Stewart-Warner Speedometer Corporation **Factories: Chicago and Beloit, Wis.**

Executive Offices: 1972 Diversey Boulevard, Chicago. ***17 Branches. Service Stations in all cities and large towns.***

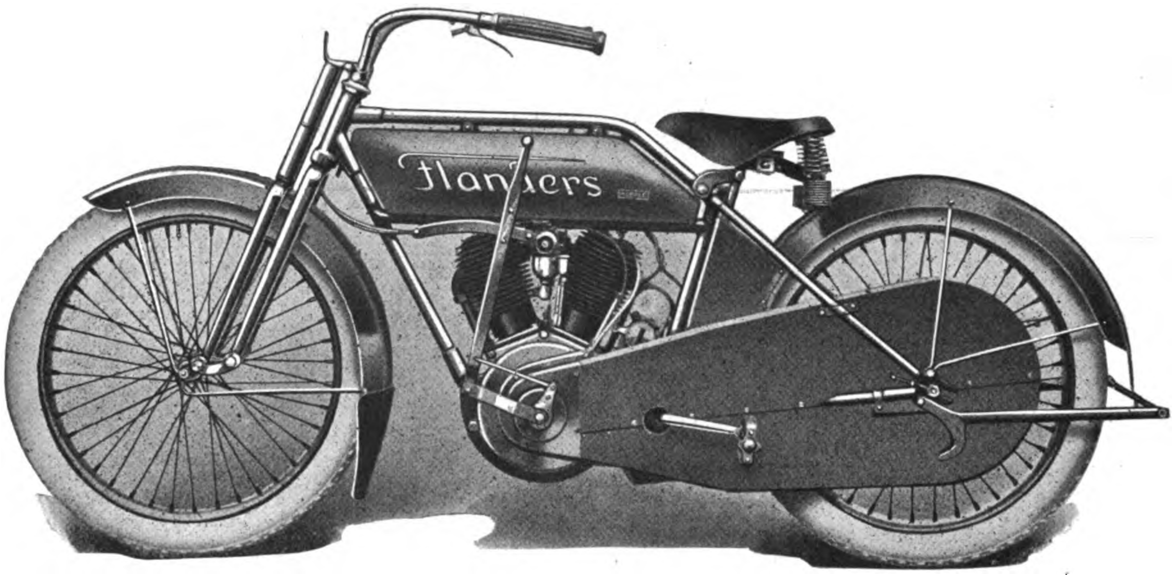
Stewart Motorcycle Speedometer



ONLY $12 COMPLETE

FULLY GUARANTEED

The Packard of Motorcycle Value



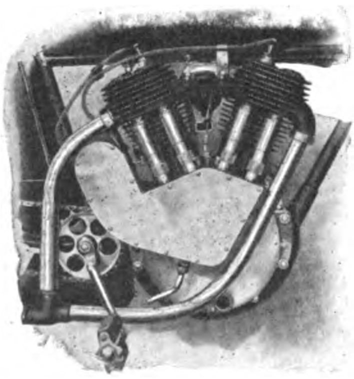
$210

THE ONLY DIRECT CHAIN DRIVE WITH THE SMOOTHNESS AND FLEXIBILITY OF A BELT.

They all say: "It can't be done"—But still we make them—"Flanders" better machines for less money

Two Models—Single, $165—Twin, Direct Drive, $210

Flanders Motorcycles have the reputation of giving maximum service and satisfaction at low cost. Then why pay more? The 1914 models are truly wonderful values, and are bound to please both customer and dealer. A catalog will explain fully the many new and exclusive features—not freaks—but real meritable, long-life-giving, classy and advanced motorcycle construction features, exclusive on Flanders 1914 models.



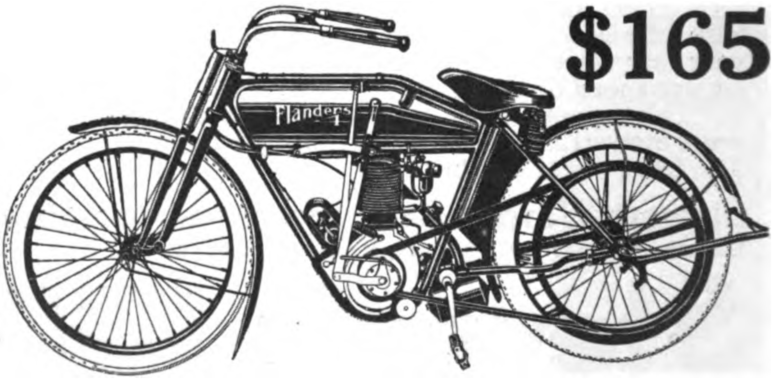
POWER PLANT FLANDERS TWIN 7-9 H. P.

NOTE THE NEW ENCLOSED VALVES.

DEALERS!

you want a high grade motorcycle that can be sold for less and still show you big profits, don't you? Then WHY allow some one to beat you to it. Write us today for our new proposition.

$165



KING OF THE SINGLE CYLINDERS.

MOTOR PRODUCTS CO.

Jefferson and Brush - DETROIT, MICHIGAN

Why Use Bogus Bowden Wire Mechanism?

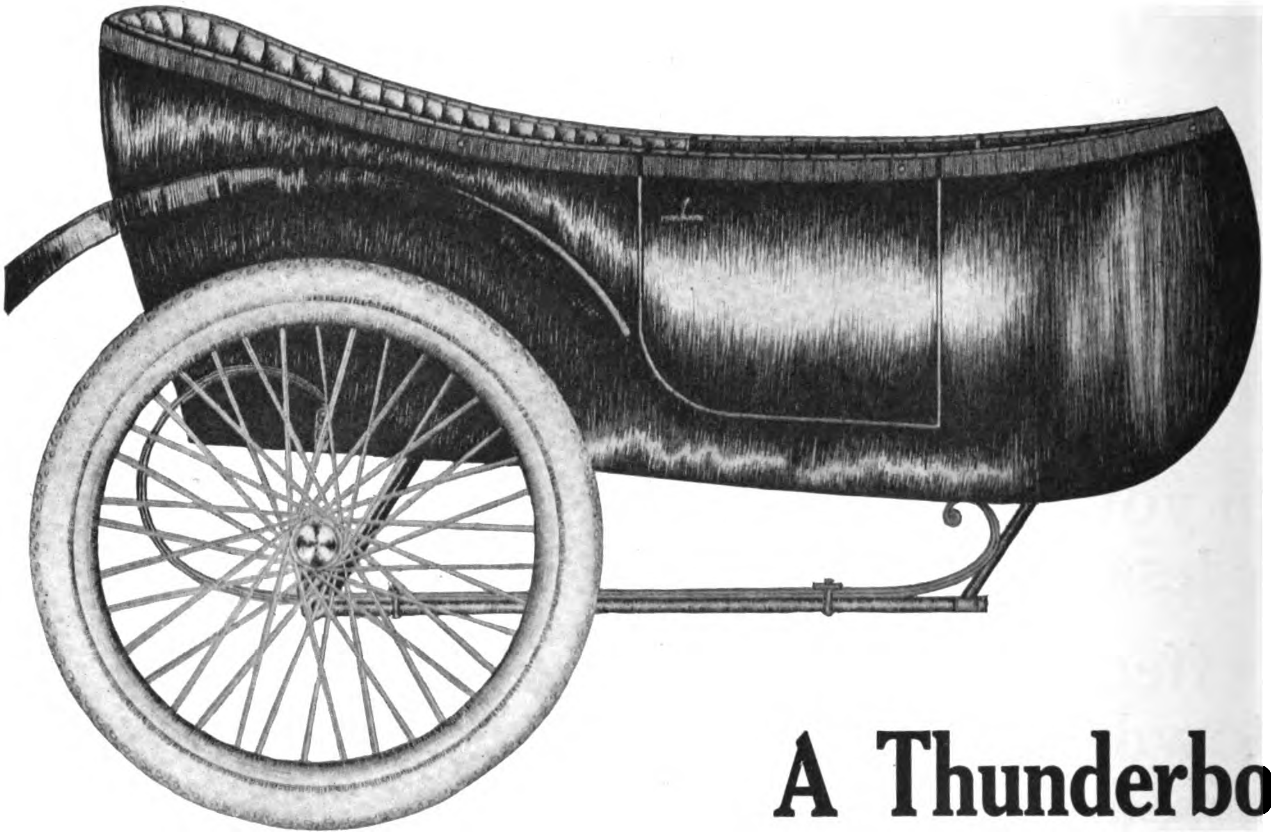
when you can buy the original—made in England—for less money.

The effective combination of new reduced prices on Bowden Wire and Controls, from the English makers, and the reduction also in the new customs tariff, enables us to sell the genuine Bowden products at better than competitive prices demanded for grossly inferior imitation products of domestic manufacture.

May we send you the new U. S. price lists, and quote you our best quantity discounts on the real Bowden Wire Mechanism and Controls?

J S BRETZ
COMPANY
Sole Importers
250 West Fifty-fourth, New York.

P. S.—Like a woman's postscript to a letter, this P. S. is important—we are also sole importers of F. & S. Ball Bearings and German Chrome Steel Balls.



A Thunderbolt in the Sidecar Field

Here is the latest achievement in sidecar construction—the masterpiece of the

Baxter

line of pleasure vehicles. Its appearance and the Baxter reputation is all the praise it needs. The price is

$65!

Dealers—Write for full particulars. Immediate delivery.

BAXTER SIDECAR COMPANY

90 FREEPORT STREET, DORCHESTER, MASS.

The Two-Speed Leads

No room left now for doubt—the Two-Speed leads.

Actual performance on the road has convinced the motorcycle riders of the country of the Two-Speed's supremacy.

The Two-Speed Yale has proved conclusively that it is equal to the demands of constantly changing conditions.

It has proved that in general all-around ability it is so far superior to the old type of motorcycle that there is no comparison.

Riders have learned that they must get a Two-Speed or be content with an inferior sort of motorcycle ability.

They have learned, too, that it must be a *mighty good* Two-Speed or none at all—that it must be efficient, durable, simple and easy to operate.

Each succeeding day's experience adds to the leadership of the Two-Speed motorcycle—and emphasizes anew the *value* of the *vital features* of the Two-Speed Yale.

Riders Want Two-Speeds

The preponderance of Two-Speed sales—the ever-increasing demand for *good* Two-Speeds—very evident indications both of the *kind* of motorcycle that riders want and insist on having.

They want a *Two-Speed* because they realize that it has power and ability far superior to that of the best of the old single-speeds.

And they have a very definite idea of what a *good* Two-Speed should be.

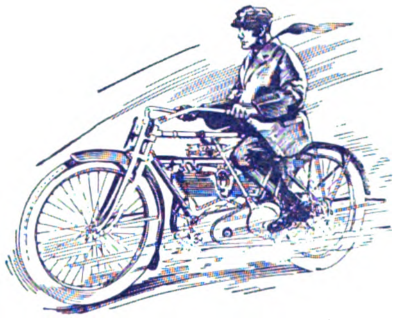
It should be strong and durable and dependable—able to withstand the hardest kind of use.

It should be an integral part of the machine itself—not an attachment, but built into the countershaft to produce the greatest efficiency

It should be simple in construction and easy to control under all conditions.

These are the qualities riders are demanding—and the Two-Speed Yale is the one motorcycle in America that can satisfy these demands.

It *is* strong and durable and dependable—its few parts are as big and rugged and husky as those in many automobile transmissions.



It *is* an integral part of the machine—*built into* the countershaft.

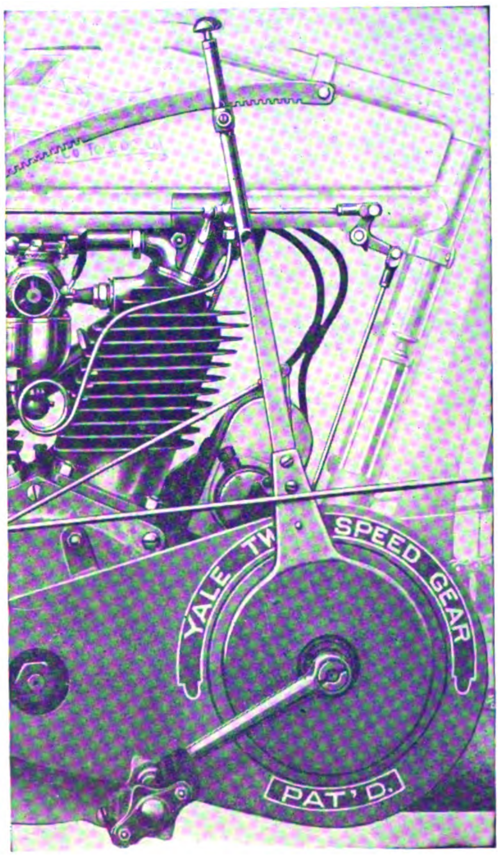
It *is* simple, yet positive in operation—no part depending on any spring action for efficiency.

It *has* one-lever, one-motion control, with perfected auxiliary foot control.

It *is* so powerful that grades of 50 per cent are as child's play to it.

Every single quality that should distinguish and characterize a *good* Two-Speed, the Yale has in fullest measure.

That's why Yale sales are approaching a volume never attained before.



Yale Patented Two-Speed Gear, built into all new models, without extra charge. Controlled entirely by one simple lever. All operations performed by positive mechanical means not depending upon any springs for efficiency. Simple in design, with parts few in number and sturdy and strong in construction. Multiple-disc clutch with discs of special spring steel that will not burn or become scored.

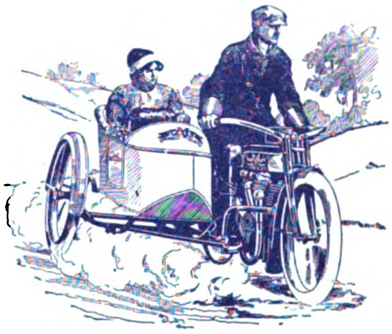
Sidecars Tremendously Popular

Sidecars are more popular this season than ever before.

In every section of the country dealers are reporting sales in sidecars steadily increasing.

And this tremendous impetus in sidecar popularity is the direct and logical result of the new kind of motorcycle ability of the Two-Speed Yale.

For the Two-Speed Yale has, in very truth, completely revolutionized sidecar travel.



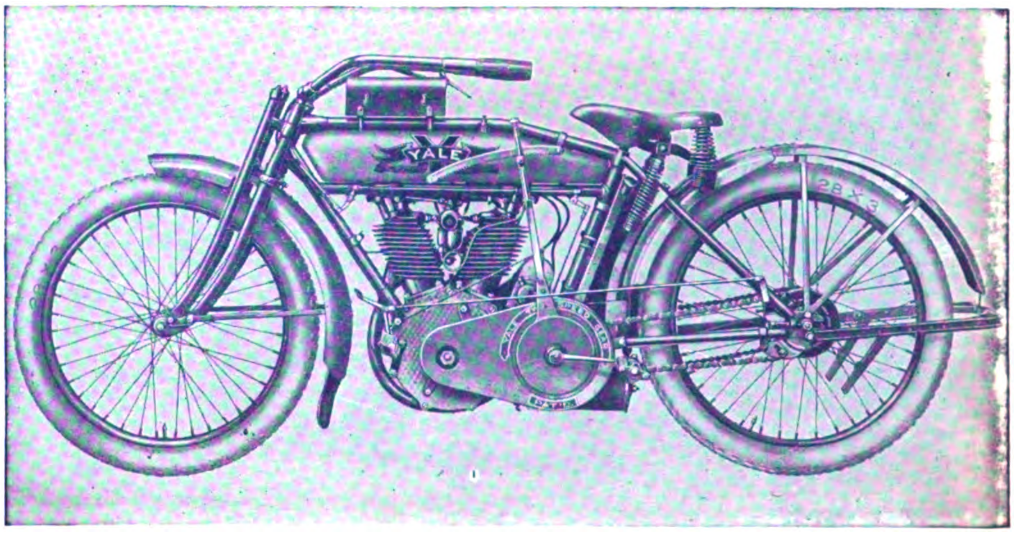
For the wonderful surplus power of the Two-Speed Yale carries the sidecar over the road smoothly and surely—without a perceptible effort.

And it has revolutionized sidecar travel because it has made it an unalloyed pleasure both for the rider of the motorcycle and for his companion.

No longer is the sidecar an ungainly, cumbersome hindrance—the Two-Speed Yale has made it an added source of pleasure and usefulness.

It has made the sidecar as comfortable as the costliest motorcar—and the Yale dealer is reaping a harvest in sidecar sales.

New Yale twin, with two-speed transmission built in as part of regular design. Two-speed gear of remarkable efficiency that climbs 50% grades easily—even with sidecar and extra passenger. Parts so strong and so simple that faithful, unfailing service can be depended on throughout the most severe service, season after season. Control by one motion of one simple lever, with the perfected foot control, for use instead of the hand lever when desired, as an added convenience.



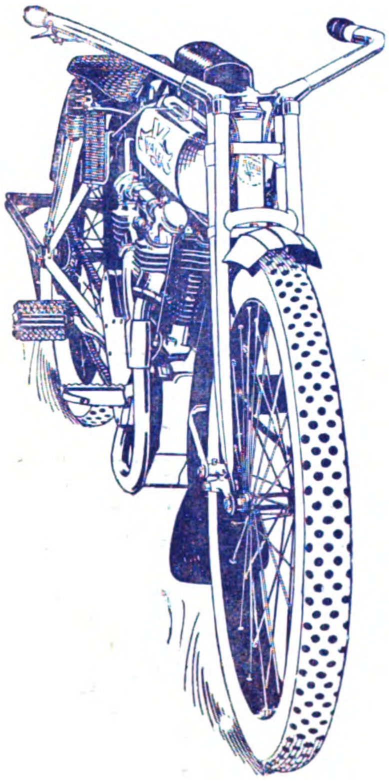
Yale Dealers Making Records

Yale dealers have a great big sales advantage in the Two-Speed Yale. And they are proving it by the sales records that are being made.

From every section of the country comes word that the Two-Speed Yale is the *kind* of motorcycle that buyers are *demanding.*

It is a Two-Speed—a *good* Two-Speed—a *built-in* Two-Speed.

It has the simplicity, the ruggedness, the dependability, the flexibility, the surplus power—all the qualities that should distinguish and characterize a *good* Two-Speed.



Big Yale Twin, with Two-Speed Transmission, built in without extra charge. Enclosed valve mechanism makes motor operation noiseless and smooth under all conditions. Substantial cushion fork of triple-stem design that cannot twist out of line with front wheel. Y-A shock absorber makes all roads seem smooth. Tremendous power under perfect control to meet every requirement.

And in action the "Big Y" *proves* that it has all of these qualities—and *proves* that it has them in the highest degree.

Yale dealers—everywhere—are making sales with a minimum of effort—simply because the supremacy of the Two-Speed Yale is easily proven—and absolutely undeniable.

The energetic Yale dealer is making record of the wisdom of being a Yale dealer.

A very few good territories remain in which we desire representation. This is a tremendous opportunity for the right sort of men. Write at once for details.

The CONSOLIDATED MFG. CO.

1730 Fernwood Avenue, Toledo, Ohio

Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY,
Los Angeles and San Francisco

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing and all kinds of Drop Forgings

YALE

THE

"E. & C."

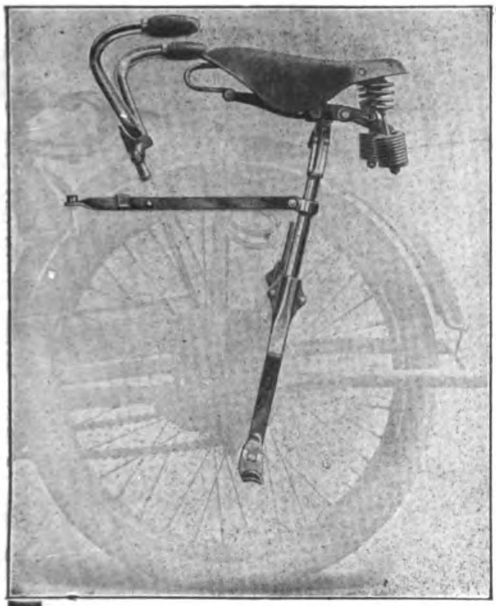
Spring Tandem Attachment

FOR MOTORCYCLES

"Makes Every Road a Boulevard"

And every trial makes a friend.

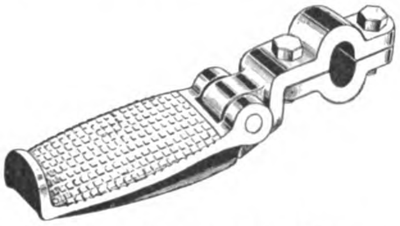
It is strong without being cumbersome.
It is light without being frail.
It is well sprung without being complicated.
It is, in short, a marvellous combination of Simplicity, Strength, Comfort and Elegance.
It is especially designed for lady riders.



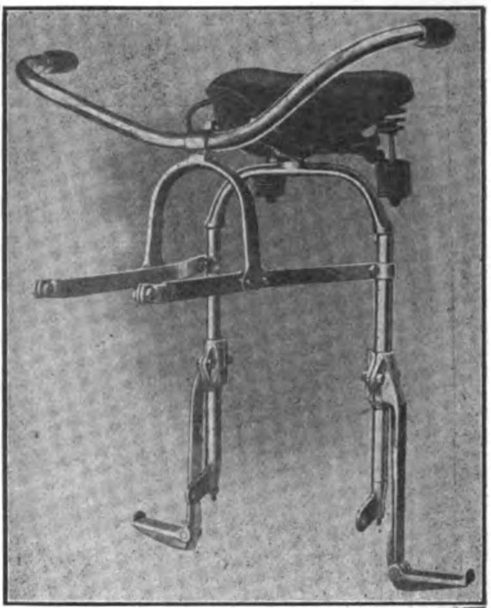
Quick Detachable Model for Indjan.

Special Characteristics

Low and comfortable saddle position.
Equipped with real shock absorbing compression and recoil springs.
Built of semi-steel fittings and heavy-gauge tubing strongly reinforced.
Has no side-sway.
Sold under absolute guarantee.



Model A for Indian, Harley-Davidson two-speed and Pope.



Regular Model.

E. & C. Folding Footrests

Strong, Durable, Comfortable

Made of semi-steel metal finished in highly polished nickel—practically unbreakable. Security is assured by big, generous clamp on Model A and double clamp on Model B. Model B is for Excelsior, Yale and all other rigid frame machines. Deep grooves on pedals prevent feet from slipping.

E. & C. MFG. CO. 1716 Ludlow St.
Philadelphia, Pa.

Catalog On Request

Prices
Model A (for Indian, Harley-Davidson two-speed and Pope machines), complete per pair...........$1.00
Model B (for Excelsior, Yale, Thor and all other rigid frame machines), complete per pair........ 1.75
Parcel post charges on all single orders.

TRINITY CHIMES = "SOUND" RELIABILITY

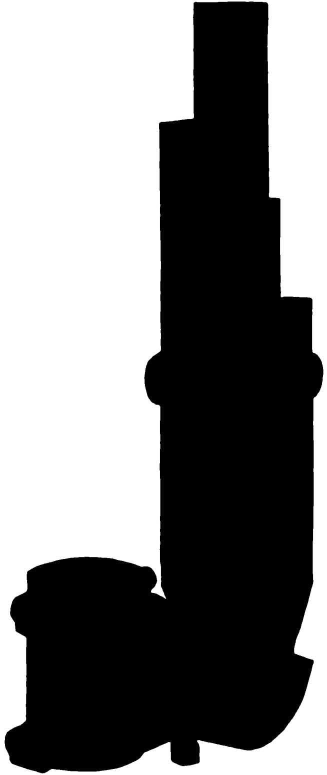
A Fair trial always convinces as to their efficiency

A Motorcyclist's Opinion

St. Louis, Mo., Feb. 2, 1914.

I have just put TRINITY CHIMES on my two-speed Twin Excelsior. It sure is the best whistle I have ever used and I have tried them all. From now on I'm a booster for TRINITY CHIMES.

Otto W. Koch, 2023 E. Grand Ave.



TRINITY CHIMES

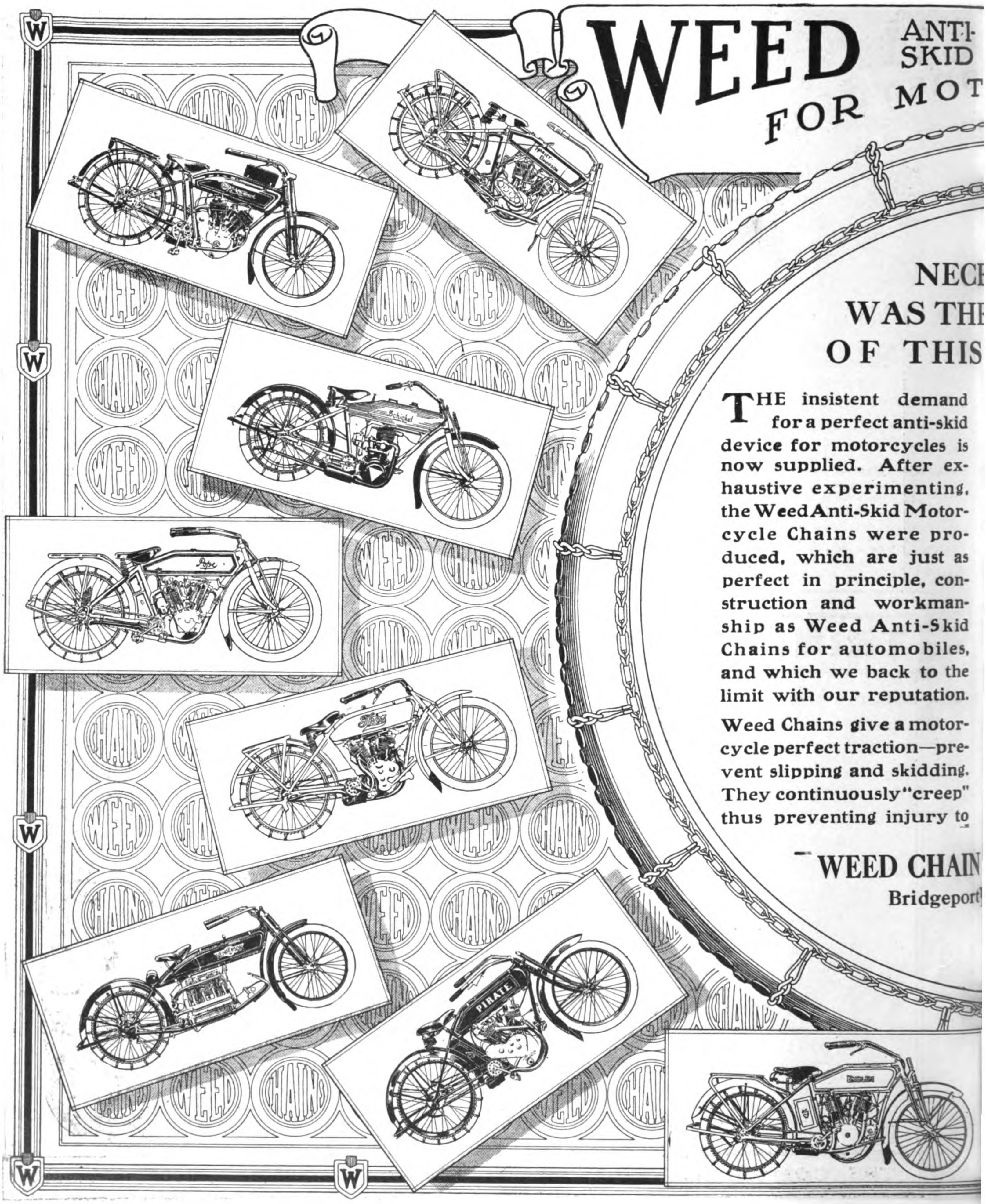
Is a four tone exhaust horn attached in a minute to any make of motorcycle with foot or handle-bar control.

Warns Without Giving Offense

The four tubes are blown as one, each with a different tune, but blending in a perfect chord. Sounds equally clear on high or low speed.

Try one on your Motorcycle, and if you don't find it is all we claim your money will be refunded. " TRINITY CHIMES " fit all makes of Motorcycles, including 1914 HARLEY-DAVIDSON. Ask your dealer. If he cannot supply you write us for prices and illustrated booklet.

THE COMING MFG. CO. **Railway Exchange, Chicago, Illinois**



WEED ANTI-SKID

FOR MOT

NEC

WAS TH

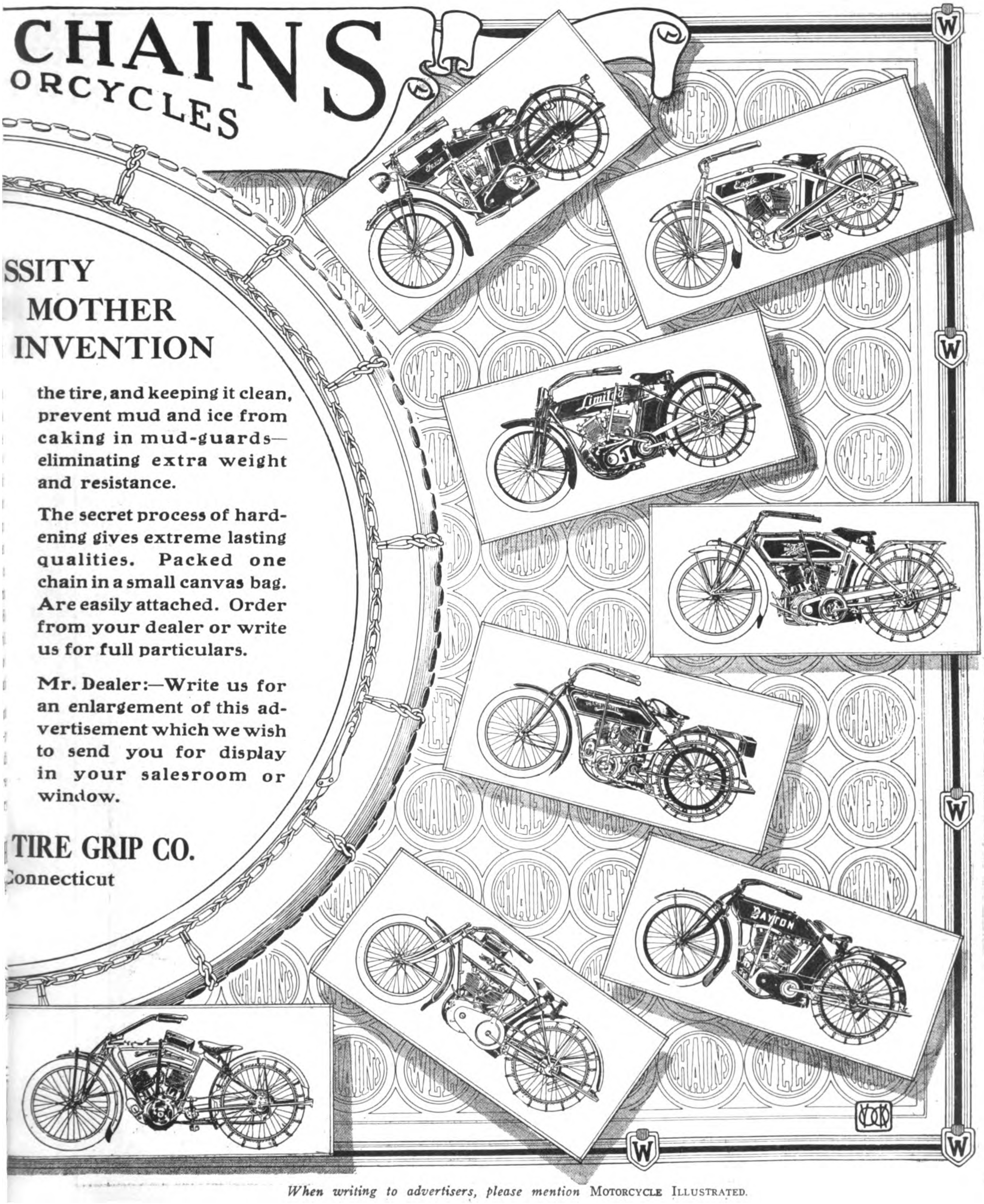
OF THIS

THE insistent demand for a perfect anti-skid device for motorcycles is now supplied. After exhaustive experimenting, the Weed Anti-Skid Motorcycle Chains were produced, which are just as perfect in principle, construction and workmanship as Weed Anti-Skid Chains for automobiles, and which we back to the limit with our reputation.

Weed Chains give a motorcycle perfect traction—prevent slipping and skidding. They continuously "creep" thus preventing injury to

WEED CHAIN

Bridgeport



CHAINS
ORCYCLES

SSITY
MOTHER
INVENTION

the tire, and keeping it clean, prevent mud and ice from caking in mud-guards—eliminating extra weight and resistance.

The secret process of hardening gives extreme lasting qualities. Packed one chain in a small canvas bag. Are easily attached. Order from your dealer or write us for full particulars.

Mr. Dealer:—Write us for an enlargement of this advertisement which we wish to send you for display in your salesroom or window.

TIRE GRIP CO.
Connecticut

STEVENS & CO.

Manufacturers

Motorcycle Parts

and

Accessories

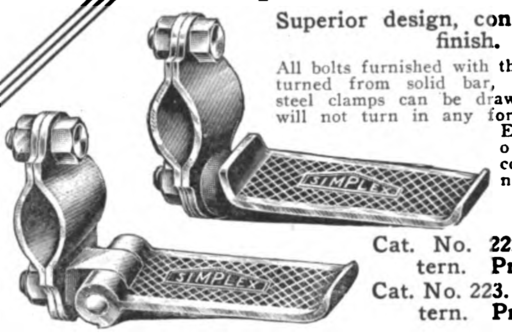
375 Broadway
New York
City

Quality—Service

When buying STEVENS products, the purchaser obtains not only goods of a superlative quality, but procures also a *service* not to be measured by dollars and cents. By *service* we mean the rendering to the customer an honest and efficient co-operation, such as immediate delivery, a rigid maintenance of quality and price, a high desire to sell him what he needs—not to overstock him. This scrupulous policy of fair dealing has earned a reputation for "squareness" recognized throughout the country. *Quality* and *service* distinguish the policy of the house and also the character of the goods.

We are now exclusive manufacturers of the well-known Simplex line of motorcycle accessories. The high quality of the goods as particularized by the Simplex Co. will be rigidly maintained.

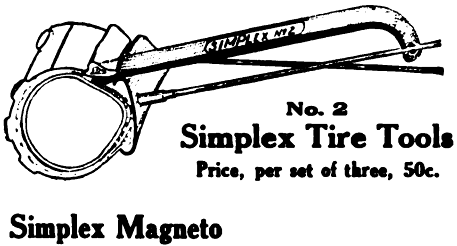
Simplex Tandem Footrests



Superior design, construction and finish.

All bolts furnished with these footrests are turned from solid bar, and the flexible steel clamps can be drawn up solid and will not turn in any form of rear stay. Either round or oval. Finished complete in heavy nickel.

Cat. No. 222. Rigid Pattern. Price, $1.50
Cat. No. 223. Folding Pattern. Price, $2.00



No. 2
Simplex Tire Tools

Price, per set of three, 50c.

A New and Larger Size

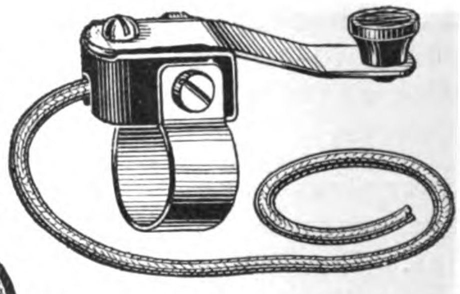
Embodies the same principles which made our original tools most popular. Will remove, with little effort, the heaviest motorcycle or cyclecar tires in use. Drop forged from high carbon steel, length 7½ inches, with rust-proof sherardized finish.

Simplex Magneto Cutout

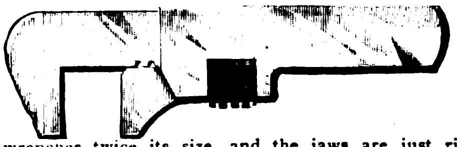
SAFETY FIRST

A Simplex Magneto Cut-out will give you instant and positive control of your motorcycle. Press the button on your handle bar and the power is immediately off, the compression of the motor acting quicker than your brake. Highly finished in bright nickel.

Price, 50c.

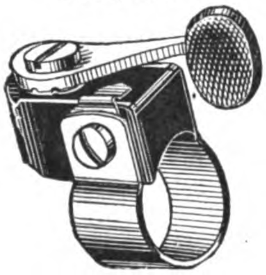


Heavy Service Wrench No. 13



Designed to stand up and give continued satisfaction on heavy motorcycle work. Length 5¼ inches, drop forged and hardened throughout. The construction of this wrench gives it a range equal to most wrenches twice its size, and the jaws are just right for getting around narrow and awkward places.

Price, oxidized finish, 60c.



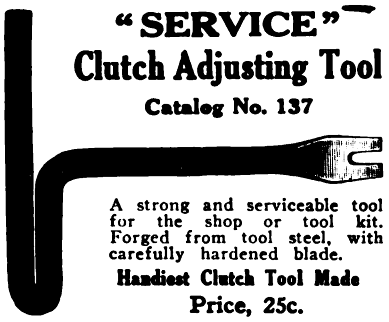
Simplex Handle Bar Switch

Control your electric lights from your handle bar. Connect up a Simplex Switch, and turn your lights on or off at will, without dismounting. Will also control horn or ignition circuit.

Price, 75c.

"SERVICE" Clutch Adjusting Tool

Catalog No. 137



A strong and serviceable tool for the shop or tool kit. Forged from tool steel, with carefully hardened blade.

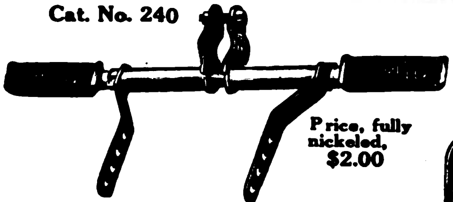
Handiest Clutch Tool Made

Price, 25c.

Simplex Front Footrest

Brings your machine up to date at but trifling expense. Easily attached to any motorcycle in position most comfortable to rider.

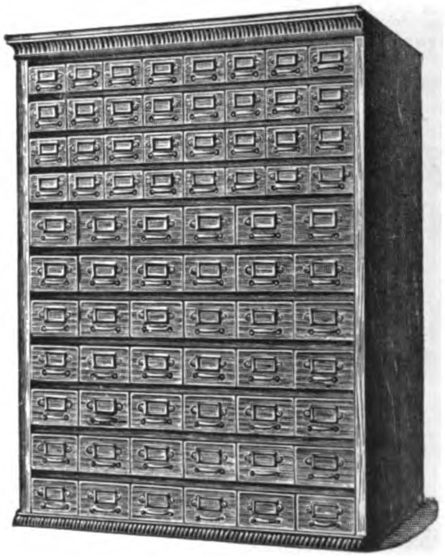
Cat. No. 240



Price, fully nickeled, $2.00

Stevens Service Cabinet, No. 1901

For the Dealer and Repair Man



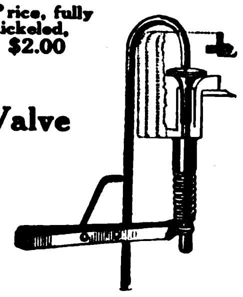
Contains 74 dust-proof steel drawers, with separators giving over 150 compartments. Solid oak finish, each drawer has bronze pull and card clip.

Size, 25 in. wide, 40 in. high, 11 in. deep.

Price, $19.00

Special Catalog showing other sizes will be furnished on request.

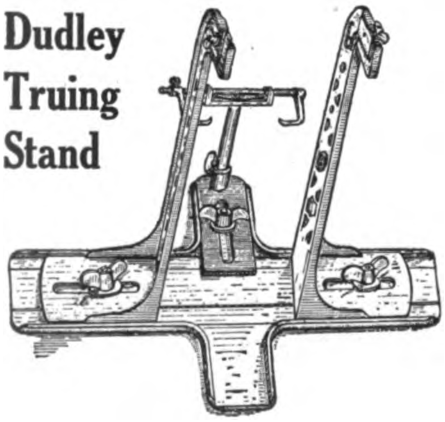
Simplex Exhaust Valve Remover



The only tool made that can be readily adjusted to valves of different length. Spring is automatically held compressed while valve is being removed.

Price, 50c.

Dudley Truing Stand

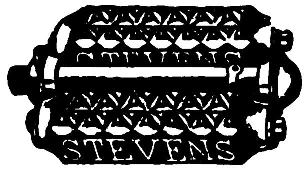


For Building Up and Truing Motorcycle Wheels

Quicker and more satisfactory results are obtained when this stand is used. It can be readily adjusted to any size wheel or hub.

Price, Complete, $5.00

STEVENS PEDALS



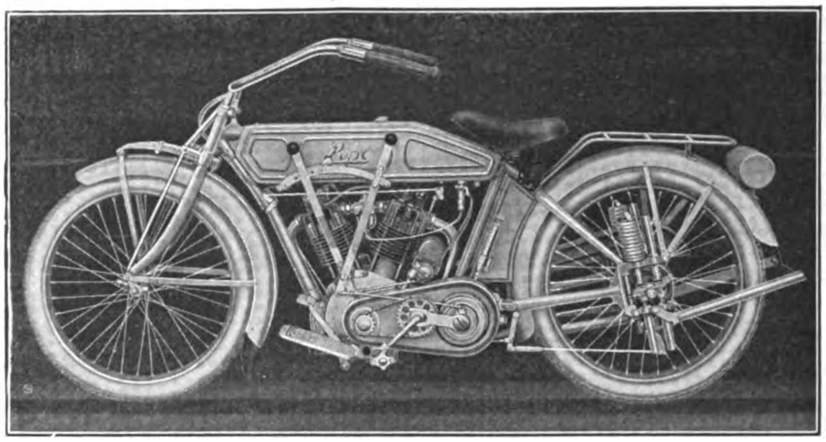
Dependable Quality

We also manufacture a complete line of motorcycle repair parts, piston rings, exhaust valves, carbureter parts, axles, bolts, nuts, washers, etc. Our goods are handled by all leading jobbers.

CATALOGS ON REQUEST

Stevens & Co., New York

IT'S WHAT YOU GET OUT OF WHAT'S INSIDE THAT REPRESENTS THE VALUE OF YOUR MONEY



Model R-14 **Two Speed** **Price $285**

Production rapidly increasing. Dealers enthusiastic. Selective type change gear mechanism. Pedal starter, either side, from ground. Self locking clutch and gear levers. Minute examination invited.

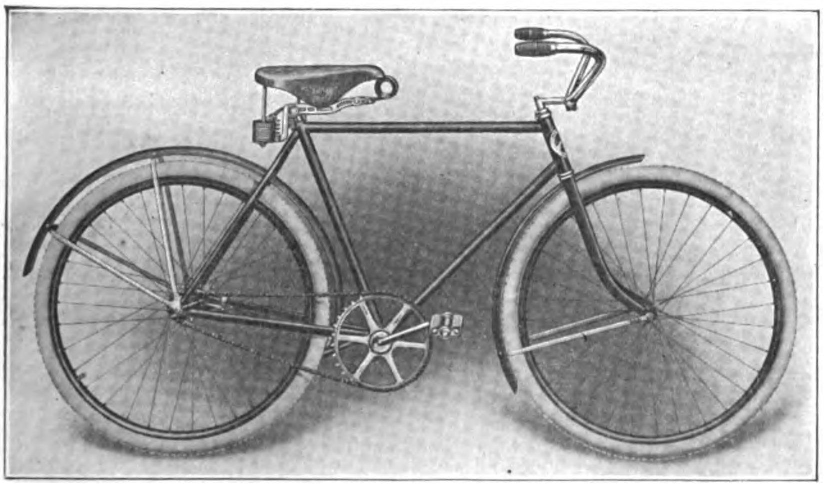
Pope motorcycles contain many exclusive features which give exclusive results.

Pope Overhead Valve Motor.
Special Roller Bearing Connecting Rods.
Mechanical Oiler.
Gas and Oil Strainers.
Pope Rear Spring Suspension.
Pope Correct Spring Forks.
Low saddle position and center of gravity.
Double Stem Handle Bars.
Big Gasoline and Oil Tanks.
Extra Heavy (5/16") Renold Chains.
Specially Strong Clutch and Brake.
Every joint with ample reinforcement.

Riders trust our machines to safely carry them night or day on short or long trips.

Five models provide for every need. All are built to the same high standard.

A mile in 51 seconds—150 miles in 149 4/5 minutes—67 miles, 1,500 yards in one hour—two seasons' use at a repair cost of $.25—they cannot be beaten on track or hill—if a man will try them he will buy—finest mechanical work I ever saw in a motorcycle—my new Two Speed is so good I am going to keep it for myself—you certainly give big value for the money—hooray! for the Popes, they have won our hearts—are the types of reports that we daily receive.



Columbia Roadster **Price $45**

From the first, and always, Pope bicycles are scientifically constructed. Seamless steel tubing, of long fiber and great tensile strength, with drop forged joints. Diamond hard bearings, all from laboratory designed metal give results not otherwise secured.

For each pound of power exerted you get the highest possible returns. Pope bicycles are good all through.

JOIN THE LEADERS BY RIDING A POPE

CATALOG FREE, OR SEE OUR DEALER

FOR OVER 36 YEARS POPE BICYCLES HAVE STOOD THE TEST OF SERVICE

Many have been in continuous service over fifteen years and they are known the world over.

The bicycle is a modern necessity and the Pope trademark of quality is your safeguard.

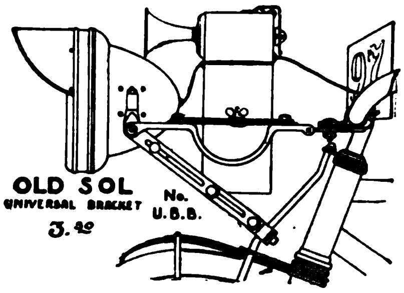
Over 50 distinct models give ample choice for discriminating buyers. The results are all good. A Pope bicycle is a safe investment. Dealers at all important points.

THE POPE MANUFACTURING COMPANY, 11 Cycle St., WESTFIELD, MASS., U. S. A.

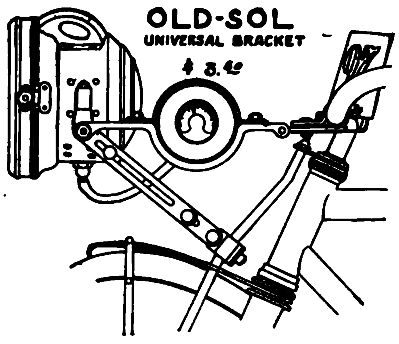
WITH THE
OLD SOL
MOTORCYCLE LAMPS
OVERSIZE LENS

OLD

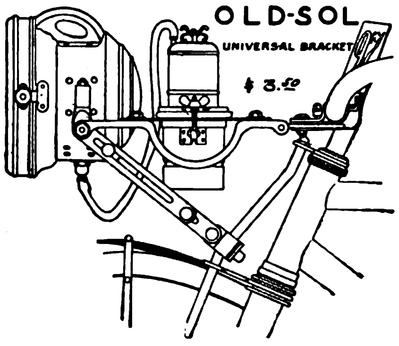
INNOVATIONS



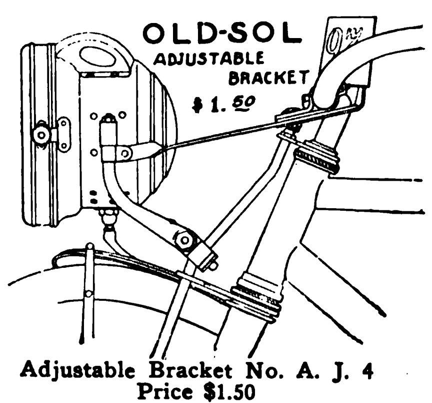
Universal Bracket No. U. B. B. 3
Price $3.50
With "Rigid Truss" Clamps.



Universal Bracket No. U. B. T. 1
Price $3.50
With "Rigid Truss" Clamps.



Universal Bracket No. U. B. G. 2
Price $3.50
With "Rigid Truss" Clamps.



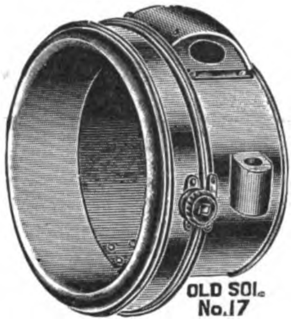
Adjustable Bracket No. A. J. 4
Price $1.50
With "Rigid Truss" Clamps.

The Most Complete Line of Lamps Ever Made for Cycles

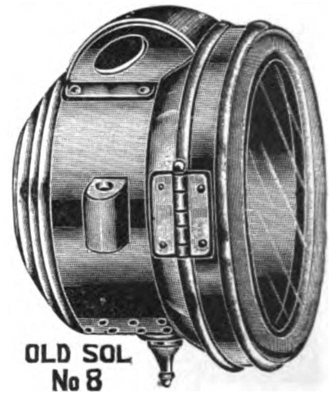
For bicycles and motorcycles "Old Sol" Lamps are designed to meet **every demand.**

The rider who desires a small, compact, efficient lamp for city riding will find his needs met in the "Old Sol" Line with just the same effectiveness as will the rider who wants a real, "sure-nuf" searchlight. Every model in the "Old Sol" Line represents a **demand** that has been satisfied. There are no "fillers" in the "Old Sol" Line. Our unbounded lamp building experience plus **practical riding knowledge always** gives us the proper cue to the building of the newest and the best.

WE ARE LIGHTING SPECIALISTS AND CAN BE CONSULTED FREELY ON ANY LAMP QUESTION.



PRICE $5.50



PRICE $6.50

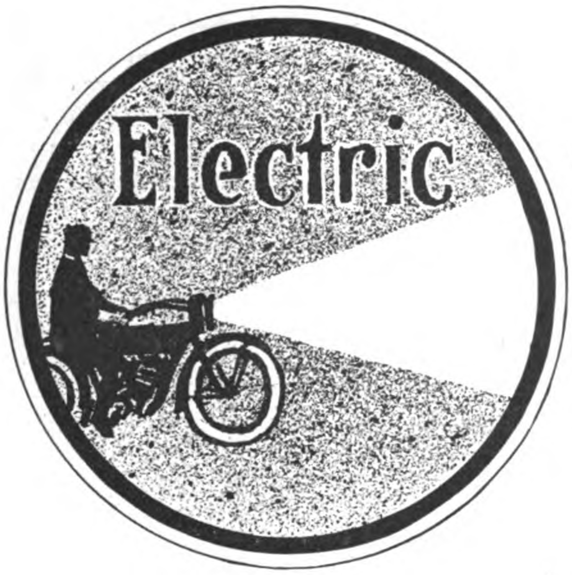
"Old Sol" Brackets

"OLD SOL" Brackets fill an aching void. Their applicability to every form of lighting system, be it generator, gas tank or electric lighting, their remarkable durability and sturdiness, their low cost, the ease of their attachment—all these features explain why the demand has reached such tremendous proportions in record time.

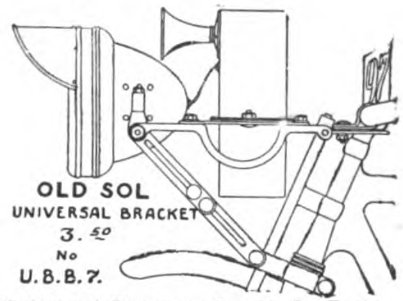
Dealers—if you have not a complete "Old Sol" Line you do not know what it is to ABSOLUTELY SATISFY your customer insofar as lamp buying is concerned. We have lamps made to order for every taste.

Hawthorne Mfg. Co

SOL
FOR
1914

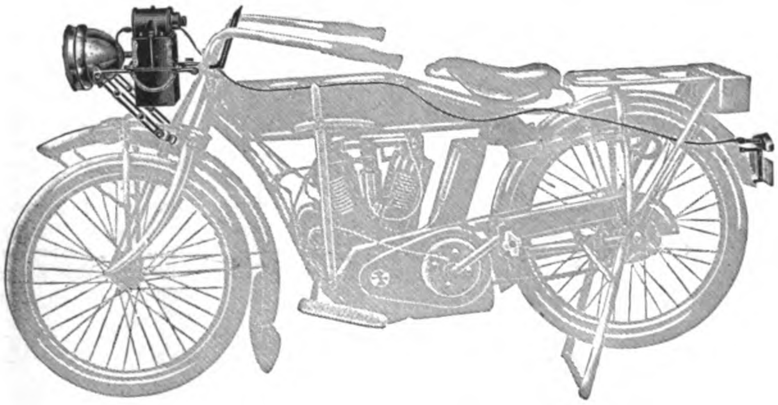


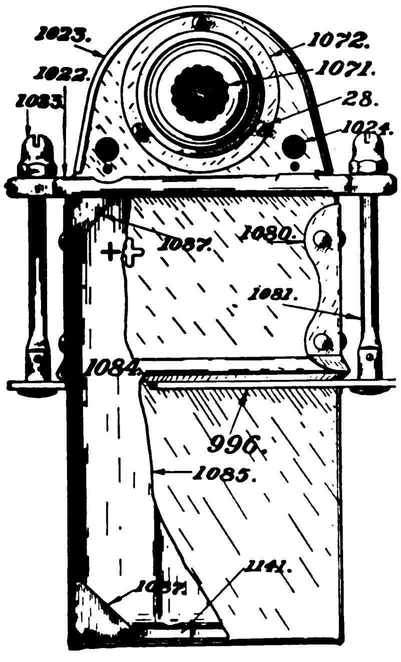
WITH THE
OLD SOL
MOTORCYCLE LAMPS
OVERSIZE LENS


OLD SOL
UNIVERSAL BRACKET
3.50
No
U.B.B.7.

Universal Bracket No. U. B. B. 7
Price $3.50
With "Forkside" Clamps

The Sensation of the Season, The "Old Sol" Double Service Electric Lighting System

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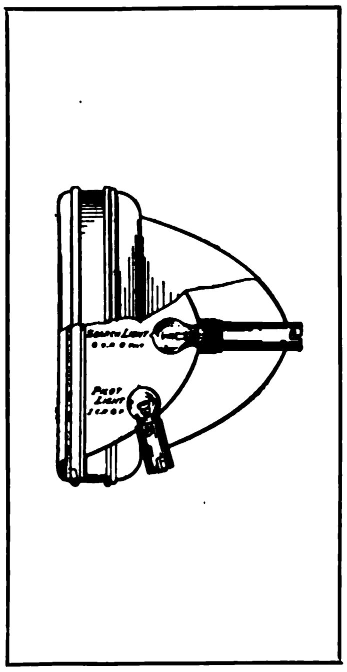
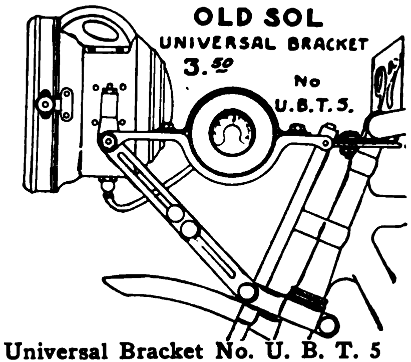
1141.

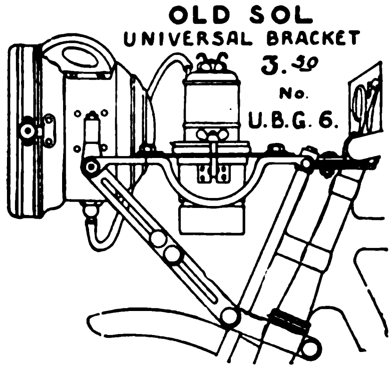
With its highly concentrated forty-ampere hour storage battery, its two-bulb electric headlight—one for city riding and the other for country searchlight work—its compact one-piece tail-lamp, its four-way lighting switch, the "OLD SOL" outfit has proven itself to be the most serviceable, handsomest and most complete electric lighting system on the market.

Do not take our word for it. Write for our booklet describing in the minutest detail the many fine points of the "Old Sol" Double Service Lighting System. Write us **today** without fail.

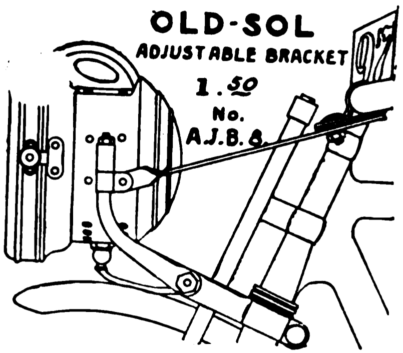



OLD SOL
UNIVERSAL BRACKET
3.50
No
U.B.T.5.

Universal Bracket No. U. B. T. 5
Price $3.50
With "Forkside" Clamps


OLD SOL
UNIVERSAL BRACKET
3.50
No.
U.B.G. 6.

Universal Bracket No. U. B. G. 6
Price $3.50
With "Forkside" Clamps


OLD-SOL
ADJUSTABLE BRACKET
1.50
No.
A.J.B.8.

Adjustable Bracket No. A. J. B. 8
Price $1.50
With "Forkside" Clamps

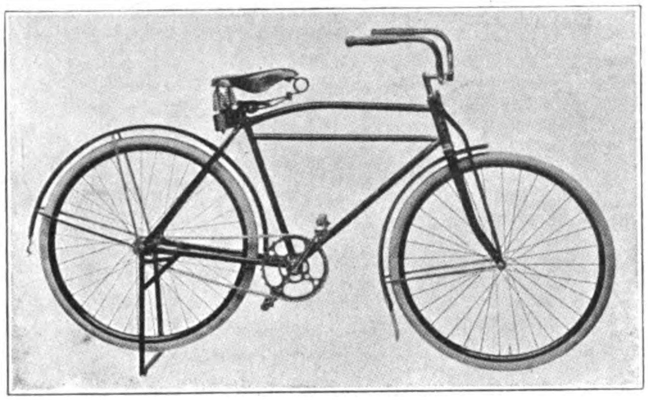
ridgeport, Conn.

When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.

A COMPLETE CYCLE LINE

With the New England and Dayton Line of Bicycles We Can Meet Any Bicycling Requirement. Bicycles Have Been Our Specialty for Many Years. We Are Also Eastern Distributors for Excelsior, Dayton and Henderson Motorcycles.

J. W. GRADY & COMPANY - 68 High Street - WORCESTER, MASS.



Part of the New England Line

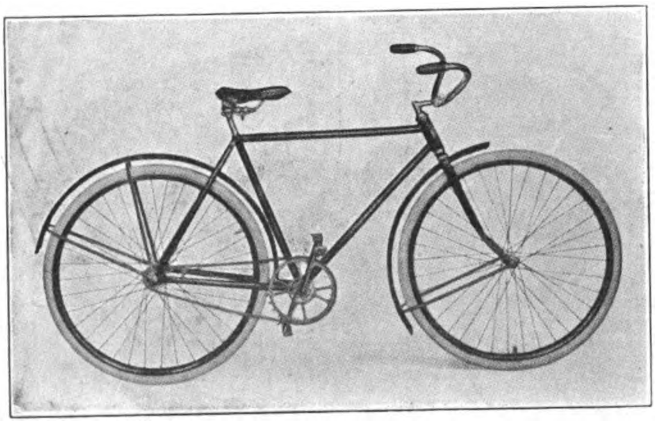
Motor Bike

Model 30 **Price $40.00**

SPECIFICATIONS:—Frame—20" and 22", double bar, 1" 19-gauge steel tube, flush joints reinforced. **Fork**—Three-plate, with double braced reinforced front tubes. **Rims**—Special one-piece K. & C. **Spokes**—Standard No. 2, heavy gauge. **Hubs**—Eclipse. Option, Corbin or New Departure. **Sprockets**—26-tooth front, 8 and 9-tooth rear. **Chain**—Nickeled roller, 3-16". **Tires**—New England red Anti-Skid. Option, Empire State. **Handle Bars**—Ideal No. 12, motorcycle style, with forward extension stem. **Saddle**—Troxel Eagle Easy. **Pedals**—Ideal Motorcycle type. **Finish**—Red, with double gold stripe, gold head, with rims to match. **Coaster Brake**—Morrow, Corbin, New Departure, Musselman, Eclipse and Atherton.

Model 100 **Price $35.00**

SPECIFICATIONS:—Frame—20, 22 and 24 inch, made from seamless tubing, 1" 19-gauge, flush joints, reinforced. **Fork**—Three-Plate Crown on Model 200; One-Piece Crown on Model 100, reinforced stem. **Rims**—Famous K. & C., enameled to match frame, front, 32 hole, rear, 3 hole. **Spokes**—Standard No. 2. **Hubs**—Eclipse. Option, Corbin or New Departure. **Sprockets**—26-tooth front, 9-tooth rear. **Chain**—White nickel, best grade roller chain. **Tires**—New England Red Anti-Skid. Option, Empire State Red Anti-Skid. **Handle Bars**—Ideal No. 11, with 2½" forward extension stems. **Saddle**—Standard Apex or Persons Apollo. **Pedals**—Standard No. 1. **Finish**—Black, blue or red, with double gold stripe.



Roadster

List Price, Complete, $25.00

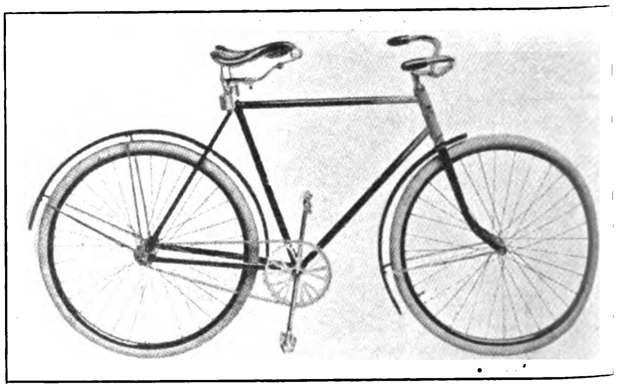
SPECIFICATIONS:—Frame—20" x 22" 19 gauge Seamless Tube. **Fork**—Three Plate, Nickel Tip and Crown. **Spokes**—Standard No. 6. **Coaster Brake**—Atherton Brake, front Hub to match. **Sprocket**—26" x 9" 3-16". **Chain**—Perry Roller. **Tires**—Merchant Non-Skid Guaranteed. **Handle Bars**—Chicago No. 4. **Saddle**—Troxel No. 12 C. **Pedals**—New England. **Finish**—Black, Blue, Red, Black with Blue Head and Red Head, Double Gold Stripe on Plain Colors.

The New England Racer

Price $55.00

SPECIFICATIONS—Color—Black, gold stripe. Drop Forged Fork, Nickel Tip and Crown. **Height**—20 and 22 inch. **Frame**—1 inch, 19 Gauge Tubing. **Hanger**—D. & J. **Wheel Base**—38 inches. **Sprockets**—Fronts, 26, 24, 23. Rears, 9, 8, 7. **Rims**—K. & C. Black; two fine gold stripes. **Hubs**—Thor Special Racing. **Tires**—Palmer Light Racing. **Handle Bar**—Hussey. Option, No. 11 Racing Bars. **Saddle**—Persons Racer. **Chain**—Renolds, Diamond 61 or 45. **Pedals**—Star Racing.

Send for Catalogues



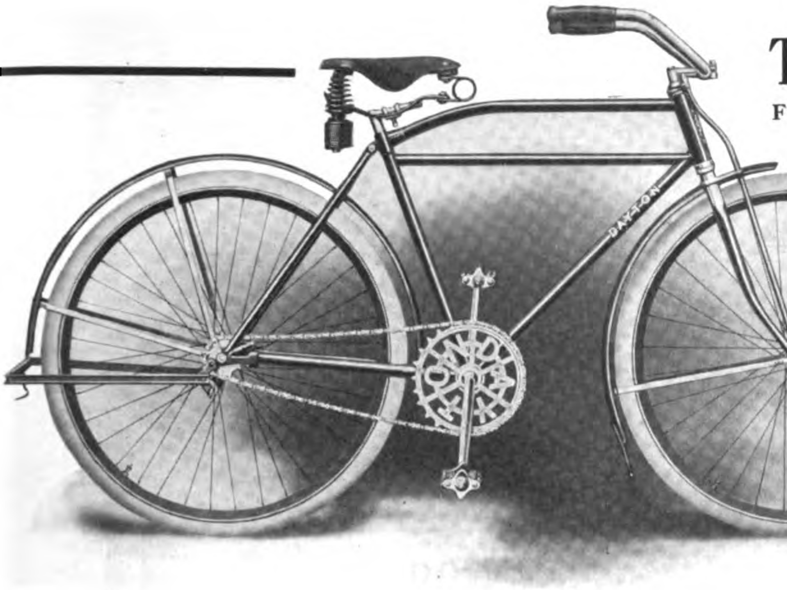
Model 10 **Price $30.00**

SPECIFICATIONS:—Frame—20" 22" or 24", made from 1" 19-gauge steel tube, reinforced flush joints. **Fork**—Three-plate nickel crown, reinforced. **Rims**—One-piece K. & C. **Spokes**—Standard No. 2. **Hubs**—Eclipse, Corbin or New Departure. **Sprockets**—26-tooth front, 8 or 9-tooth rear. **Chain**—Nickeled roller, 3-16". **Tires**—New England No. 10. Option, Eureka No. 10. **Handle Bars**—Ideal No. 4, 20" or 22", 2½" forward extension. **Saddle**—No. 212. Padded top, with extension spring. **Pedals**—New England. Option. **Finish**—Black, blue, red, black with red head, or blue head, or fancy masts. **Coaster Brake**—Morrow, Corbin, New Departure, Musselman, Eclipse or Atherton.

J. W. GRADY & COMPANY,

THREE DAYTON MODELS

For Which We Are New York and New England Distributors



Dayton Motor-Bike

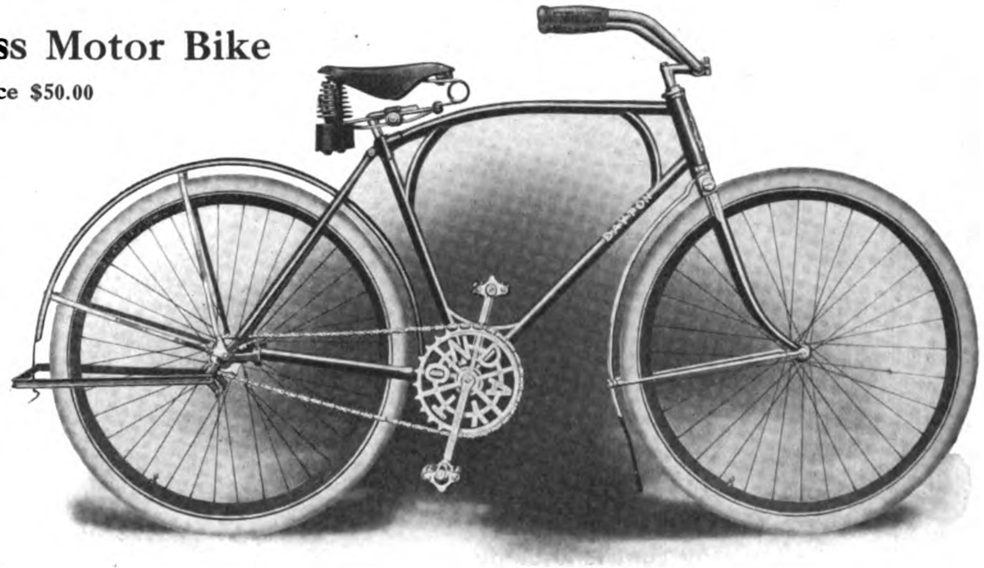
Model 122 **Price $40.00**

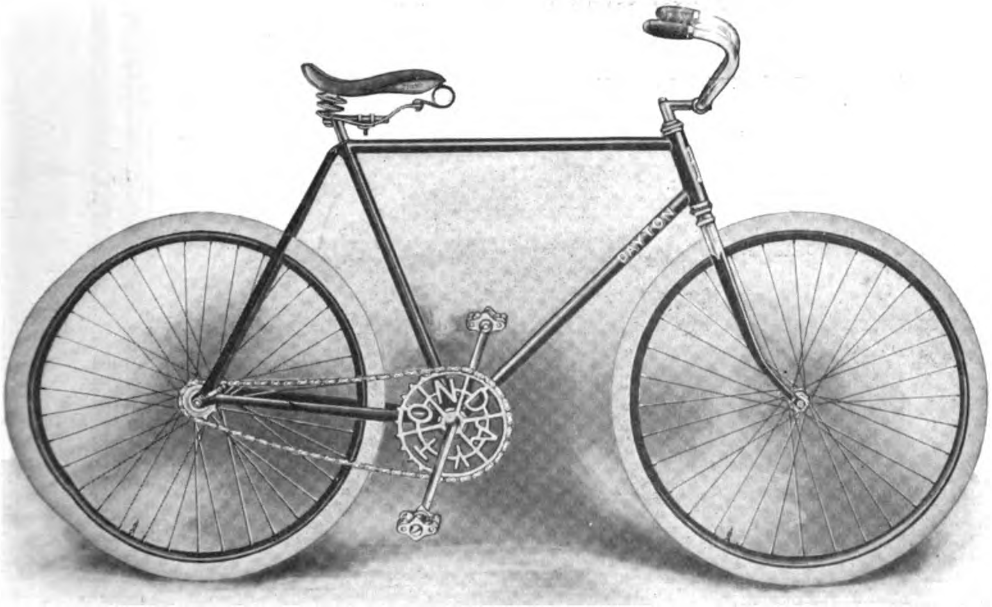
SPECIFICATIONS:—Frame—22 inch regular. 20 and 24 inch optional. Special Motor-Bike construction. Main Frame 1 inch best steel tubing, rear stays and forks oval and tapered, joints flush with extra strong fish-mouth reinforcements. **Fork**—Special double reinforced motorcycle type fork. **Finish**—Dayton Carmine, nickel trimmings. Nickeled fork crown. Optional, black enamel, nickel trimmings. **Rims**—Dayton Carmine center, black edges. **Tires**—Dayton Roadster, 1½ inch. Optional, Fisk Victor. **Sprockets**—Front 26 tooth 1-inch pitch; rear 9 tooth. Optional, 7, 8 or 10-tooth rear. **Cranks**—Dayton One-Piece "Fauber" pattern. **Handle Bar**—Special Motor-Bike Bar, with long rubber grips. Optional, No. 6 Ideal 22 inches wide; 2½-inch forward extension. **Pedals**—Davis Double Rubber. Optional, Ideal. **Chain**—No. 61 Diamond Roller, 3/16 inch nickeled. **Saddle**—Eureka. Optional, Star "U." **Tools**—No. 4 Grain Leather Bag, with complete tool outfit, including large nickel frame pump. **Stand**—Strong and rigid channel iron, with locking device. **Mud Guards**—Steel front and rear, with splasher. **Coaster Brake**—Furnished at extra charge.

Dayton Three-Arch-Truss Motor Bike

Model 126 **Price $50.00**

SPECIFICATIONS:—Frame—20 inch regular, 22 and 24 inch optional. Special Three-Arch Motor-Bike construction possesses the strength and rigidity of three-arch truss model and advantages of motorcycle type construction. Main frame one inch best steel tubing. Rear stays and forks oval and tapered. Joints flush with extra strong fish-mouth reinforcements. **Fork**—The celebrated Dayton Spring Fork, the only device actually absorbing all front wheel jars. **Finish**—Dayton Carmine, nickel trimmings. Nickeled fork crown. Optional, Black enamel, nickel trimmings. **Rims**—Dayton Carmine center, Black edges. **Tires**—Continental Single Clinch. Optional, Fisk Premier Tough Tread or U. S. Single Clinch. **Sprockets**—Front 26 tooth 1 inch pitch; Rear 9 tooth. Optional 7, 8 or 10 tooth rear. **Cranks**—Dayton Improved two-piece as illustrated. **Handle Bar**—Special Motor-Bike Bar with long rubber grips. Optional, Kelley No. 5 22 inches wide 2½ inch forward extension. **Pedals**—Davis Double Rubber. Optional, Ideal. **Chain**—No. 61 Diamond Roller 3/16 inch nickeled. **Saddle**—Troxel Eagle Easy. Optional, Persons Simplex. **Tools**—No. 4 Grain Leather Tool Bag with complete tool outfit, including a large rubber frame pump. **Mud Guards**—The Spring of the Dayton Spring Fork acts as a front mud guard and rear mud guard is regularly furnished on this model. **Stand**—Strong and rigid channel iron with locking device. **Coaster Brake**—Lester Coaster Brake furnished regularly.





Dayton Roadster

Model 120 **Price $30.00**

SPECIFICATIONS

Frame—22 inch regular, 20 and 24 inch optional. Main frame 1 inch best steel tubing, rear stays and forks oval and tapered, joints flush, with extra strong fish-mouth reinforcements.

Finish—Dayton Carmine, nickel trimmings, nickeled fork crown. Optional, black enamel, nickel trimmings.

Rims—Dayton Carmine center, black edges.

Tires—Dayton Roadster 1½ inch. Optional, Fisk Victor.

Sprockets—Front 26 tooth 1 inch pitch; rear 9 tooth. Optional, 7, 8 or 10-tooth rear.

Cranks—Dayton One-Piece "Fauber" pattern.

Handle Bar—No. 6 Adjustable Ideal 22 inches wide. Optional, same with 2½-inch extension.

Pedals—Davis Double Rubber. Optional, Ideal.

Chain—No. 61 Diamond Roller, 3/16 inch, nickeled.

Saddle—Troxel Star "U." Optional, Troxel Triumph "A."

Tools—No. 4 Grain Leather Bag, with complete tool outfit, including large nickel frame pump.

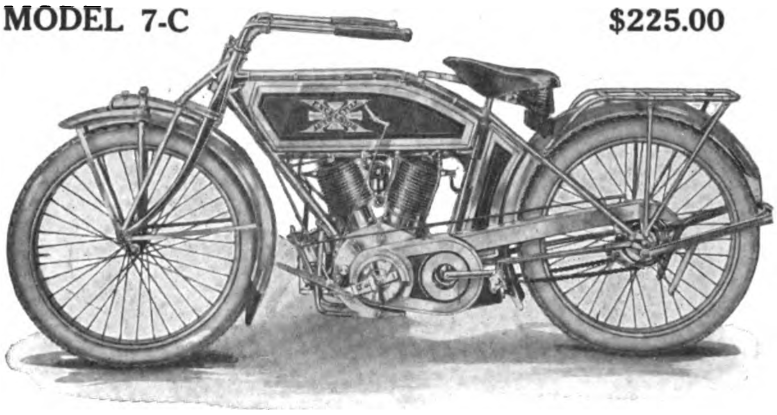
Coaster Brake—Furnished at extra cost.

Mud Guards—Furnished at extra charge.

8 HIGH STREET, WORCESTER, MASS.

$3.00 Per Year

MODEL 7-C $225.00



AVERAGE COST OF UP-KEEP OF 80,000 EXCELSIOR AUTO CYCLES

The reliability and serviceability of a motorcycle are best indicated by the cost of repairs and maintenance.

During 1913 there were 80,000 Excelsior Auto Cycles in use and the total receipts of our repair department, including every repair part sold and all factory repair work done, was for the same period approximately $240,000.00, or $3.00 for each Excelsior Auto Cycle in use, many of which had been in constant service for over six years.

Think of it——$3.00 per year as the average annual up-keep of an Excelsior Auto Cycle!

It is not only positive proof of the remarkably low cost of maintenance, but forcibly indicates the reliability and dependability of the machines.

Another point: a large proportion of the repair parts included in the above outlay were necessitated by collisions or by violent accidents and the thousands of riders who were called upon to pay for only the wear and tear of ordinary service, paid a comparatively small proportion of even the $3.00 per year.

Still another point: a machine that requires less than $3.00 per year for replacements can have spent but little of its time undergoing repairs; further proof that the Excelsior Auto Cycle is found on the road and not in the repair shop.

The speed, power and staying qualities of the Excelsior Auto Cycle are repeatedly proven in public tests, and their accomplishment is written in the world's records.

The cost of up-keep is a matter of personal interest and can only be proven by such records as the above.

While economy of operation is merely an incident, it can be attained only through conditions that provide every other quality that is desirable in a motorcycle and is a clear explanation of why

THE EXCELSIOR AUTOCYCLE ALWAYS MAKES GOOD

Seven models for 1914, all of the same standard quality, at prices ranging from $190.00 to $290.00.

SEE THE DEALER OR WRITE FOR CATALOG.

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Streets, Chicago

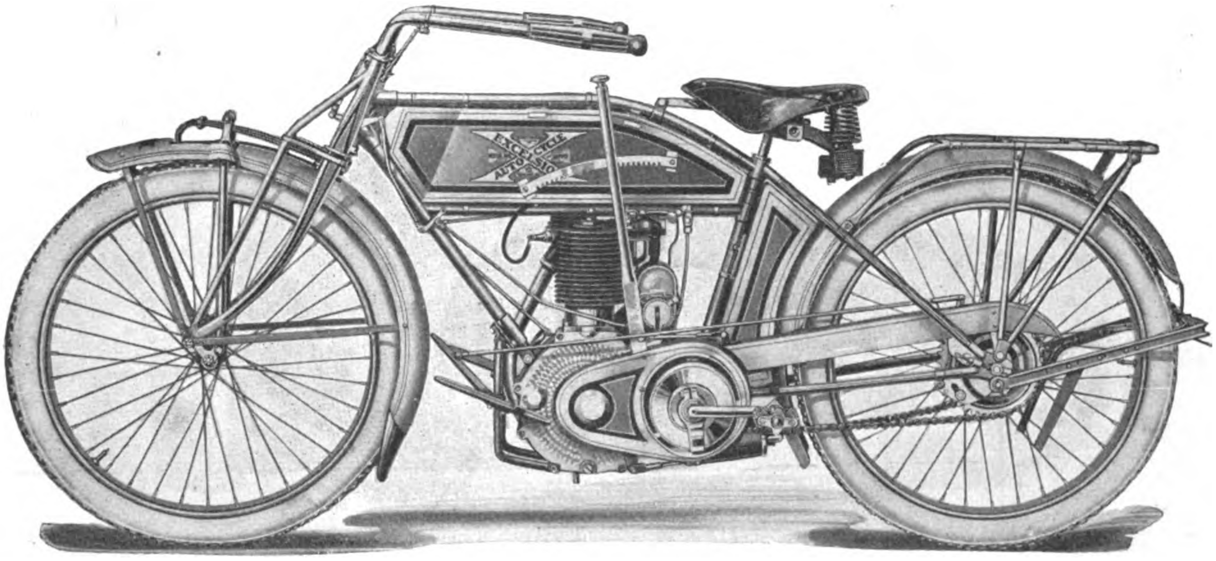
ALWAYS MAKES GOOD

ALWAYS MAKES GOOD

MODEL 4-T. S.

Designed for Safety and Economy

Model 4-T. S. **Price $235.00**



with EXTRA EQUIPMENT, including SPEEDOMETER, GAS HEAD and REAR LAMPS and PREST-O-LITE TANK, $265

The ideal mount for the conservative rider who demands ample power in an emergency, safety always, and maximum comfort and economy of operation, the EXCELSIOR Model 4-T. S. has every quality of the big twin except the extreme speed.

The cost of operation is considerably less both in fuel and tire maintenance.

While rated at 4 H. P., every EXCELSIOR Single Cylinder Motor is required to develop full 6 H. P. on the dynamometer testing block before being passed by the inspectors. This, in connection with the two-speed, gives ample power for emergency or for sidecar service under reasonable conditions.

For commercial purposes, no better mount than the 4-T. S. has ever been designed, combining as it does the extreme serviceability and low cost of maintenance obtained from the combination of single cylinder motor and two speed transmission.

If you must have the extremes of power and speed, then the EXCELSIOR 7 is your machine, but for the conservative buyer whose requirements are utility, safety and economy

The Excelsior 4-T. S.

cannot be beaten at any price. This claim merits your consideration.

SEE THE DEALER OR WRITE US FOR CATALOG AND REASONS WHY

Excelsior Motor Mfg. & Supply Company

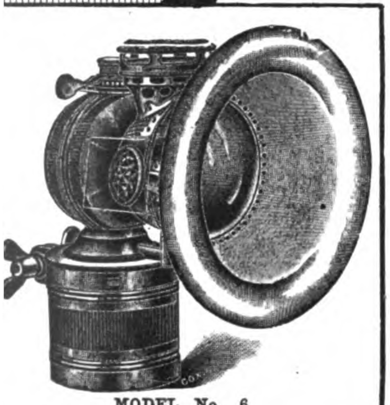
Office and Factory: 22nd and Union Streets, Chicago

20TH Century LAMPS

are famous as powerful light givers the world over. They are known always as **"The Old Reliable" line.**

20TH Century

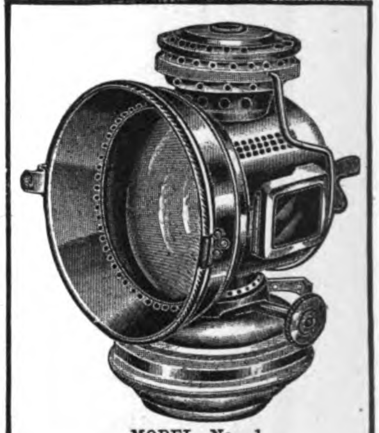
The above trademark stamped on a lamp means that it is the guaranteed product of a firm of 17 years' experience in lamp building. Designed on the most approved lighting principles, splendidly constructed, handsome, compact, durable, these lamps furnish the very best value in lighting efficiency for the money.



MODEL No. 6

Bicycle and Motorcycle Lamp No. 6

For a powerful, handsome, well-constructed, gas lamp of self-contained type we strongly recommend our Improved Model No. 6. It has an extension reflector six inches in diameter and gives about 125 candlepower light. Is specially reinforced for extra hard service. Patented fastening on carbide cup attachment—no screw threads to corrode and tighten; when attached is absolutely gas-tight—a simple turn readily loosens the patented catch for quick detachment.



MODEL No. 1
Bicycle Oil Lamp

Bicycle Oil Lamp

Our Model No. 1 bicycle oil lamp is always dependable for furnishing a clear, cleanly burning, and strong light. This particular model has always been a great favorite with lamp users everywhere and is particularly adaptable for bicycle use.

Made of brass. Nickel plated. Height, 5½ inches. Weight, 13 ounces. Special bayonet catch for oil well. Burns about 12 hours on one filling.

Improved Bicycle Gas Lamp No. 2

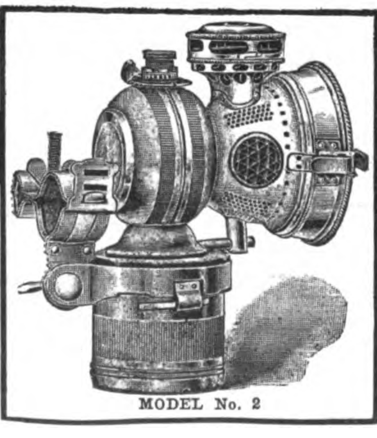
Our No. 2 model is a prime favorite with the trade and riders everywhere because of its Compactness, Economy, Elegance and Efficiency.

Brass, Nickel-Plated. Height, 7 inches. Weight, 22 oz. Carbide Capacity, 5 oz. ¼-ft. Burner, Parabola Reflector. No screw threads to corrode and tighten on carbide cup attachment—a simple turn readily loosens carbide cup, but when attached it is absolutely gas-tight and secure.

Watch for the announcement of our new Tail Lamp, to appear in the next issue. Tail Lamp will be finished in Gray, Red and Nickel.

Send for Catalog of Complete Line.

20TH CENTURY M'F'G CO.
420-22 Ogden St., Newark, N. J.



MODEL No. 2

Three of Every Four Ride

GOODYEAR
AKRON, OHIO
Motorcycle Tires

Consider these great facts:

They are of utmost import to every motorcycle rider.

One hundred thousand motorcycles will be built in 1914.

Of these, seventy-five thousand will be Goodyear-equipped. Three of every four.

Add to these figures forty thousand machines now in use that will be renewed with Goodyears.

That means one-hundred and fifteen thousand motorcycles that will carry Goodyears during 1914.

And yet rival makers still say, "As good as Goodyears," when the very figures outspeak them for quality, popularity, added service, greater mileage.

Also Remember

Every world's record has been won and held on Goodyears.

Records in speed and durability.

Why this further evidence of Goodyear worth?

Why should men hazard life and fortune on Goodyears when lesser tires are "just as good?"

Why should these men avoid tread separation, blow-outs and other troubles at the outset by buying Goodyears?

The one answer to all this is QUALITY—the factor by which Goodyear domination has been won in automobile tires, as well as in these motorcycle tires.

See These Figures Also

In 1910 Goodyear Motorcycle Tire production was 1176 tires.

In 1911 it was 27,562.

In 1912 it leaped to 98,463.

In 1913 it went to 120,392.

Then Why Hesitate?

These figures surely mean something to you—

Especially when all this Goodyear quality and service costs you no more than other standard tires.

No good tire costs you less. Higher prices cannot be justified.

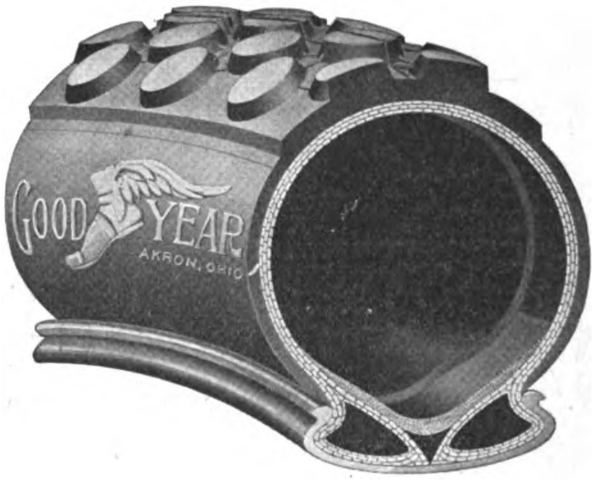
And when you buy Goodyears you have behind you the same efficiency that has won leadership for Goodyear Automobile Tires. These tires also must stand terrific wear and tear. And most users meter their mileage. Goodyears now lead all others. And here this same leadership is yours in Motorcycle Tires.

The Great Fact

Above all else Goodyear sales prove Goodyear worth—Goodyear popularity.

These motorcycle tires are made with a tough, thick, anti-skid tread. Made by a patent method to prevent tread separation. Made to hold forever the place they have won.

There is a Goodyear dealer in your town. Ask us for his address — also for our book which pictures and describes the making of Goodyear Tires.

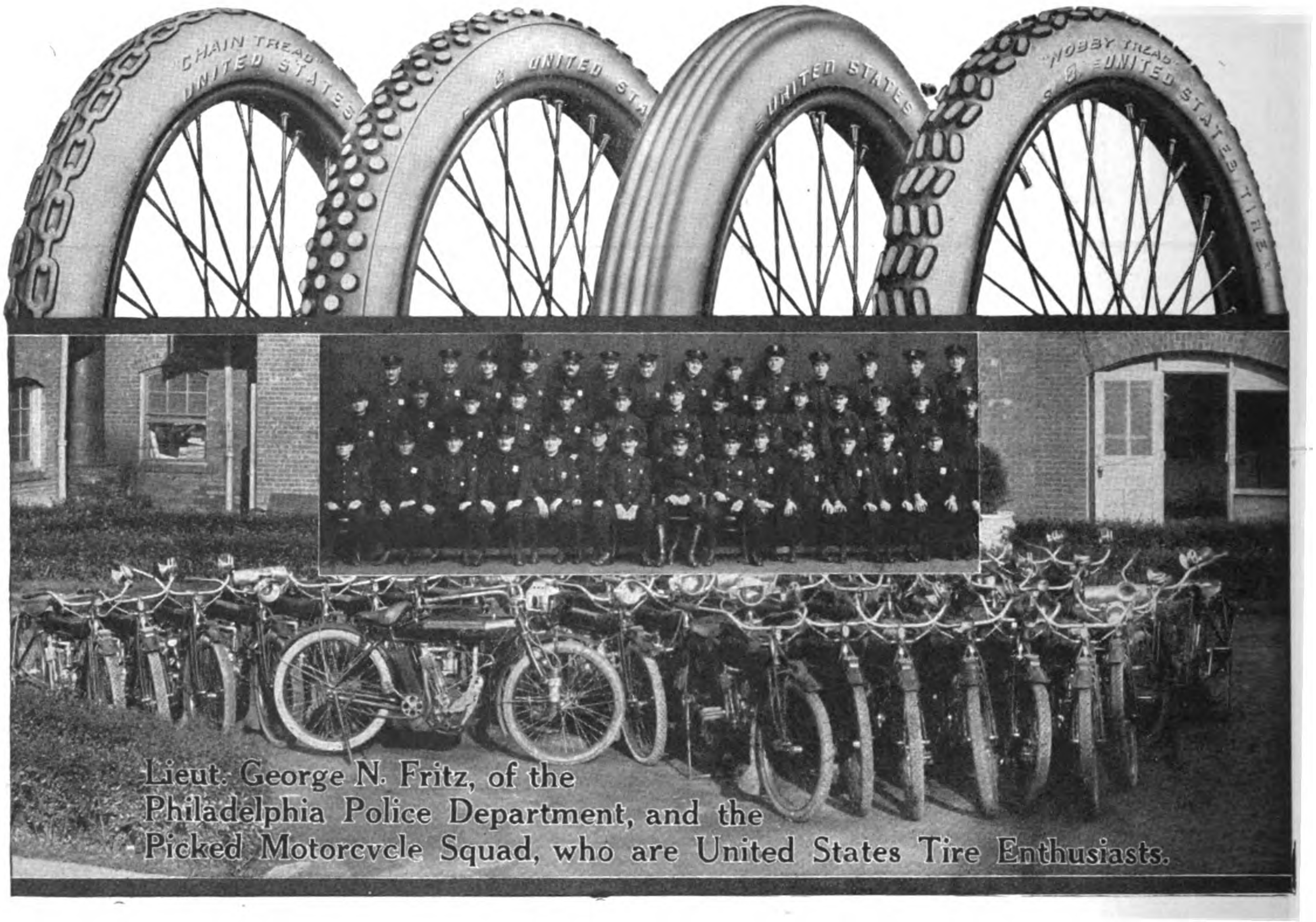


THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Toronto, Canada **London, England** **Mexico City, Mexico**

Dealers Everywhere **Branches and Agencies in 103 Principal Cities** **Write Us on Anything You Want in Rubber**

(1567)



Lieut. George N. Fritz, of the Philadelphia Police Department, and the Picked Motorcycle Squad, who are United States Tire Enthusiasts.

United States Tires help police departments to rely on the motorcycle as an aid in preserving law and order

The safety, low cost, reliability and speed of the motorcycle have made it invaluable to the police.

The Motorcycle Policeman gives his tires the hardest of service. His duty takes him over roads that other riders avoid. Frequently he trusts his very life to his tires. United States Tires withstand hard police service everywhere.

That is why a vast majority of police motorcycles are equipped with United States Tires.

You who ride motorcycles for business or pleasure should profit by the policeman's experience. You, no less than he, need the safest, lowest cost per mile tires.

Today United States Motorcycle Tires stand alone —in a class absolutely by themselves and are acknowledged to be the standard motorcycle tires of the world.

Their overwhelming popularity is a known fact. In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history.

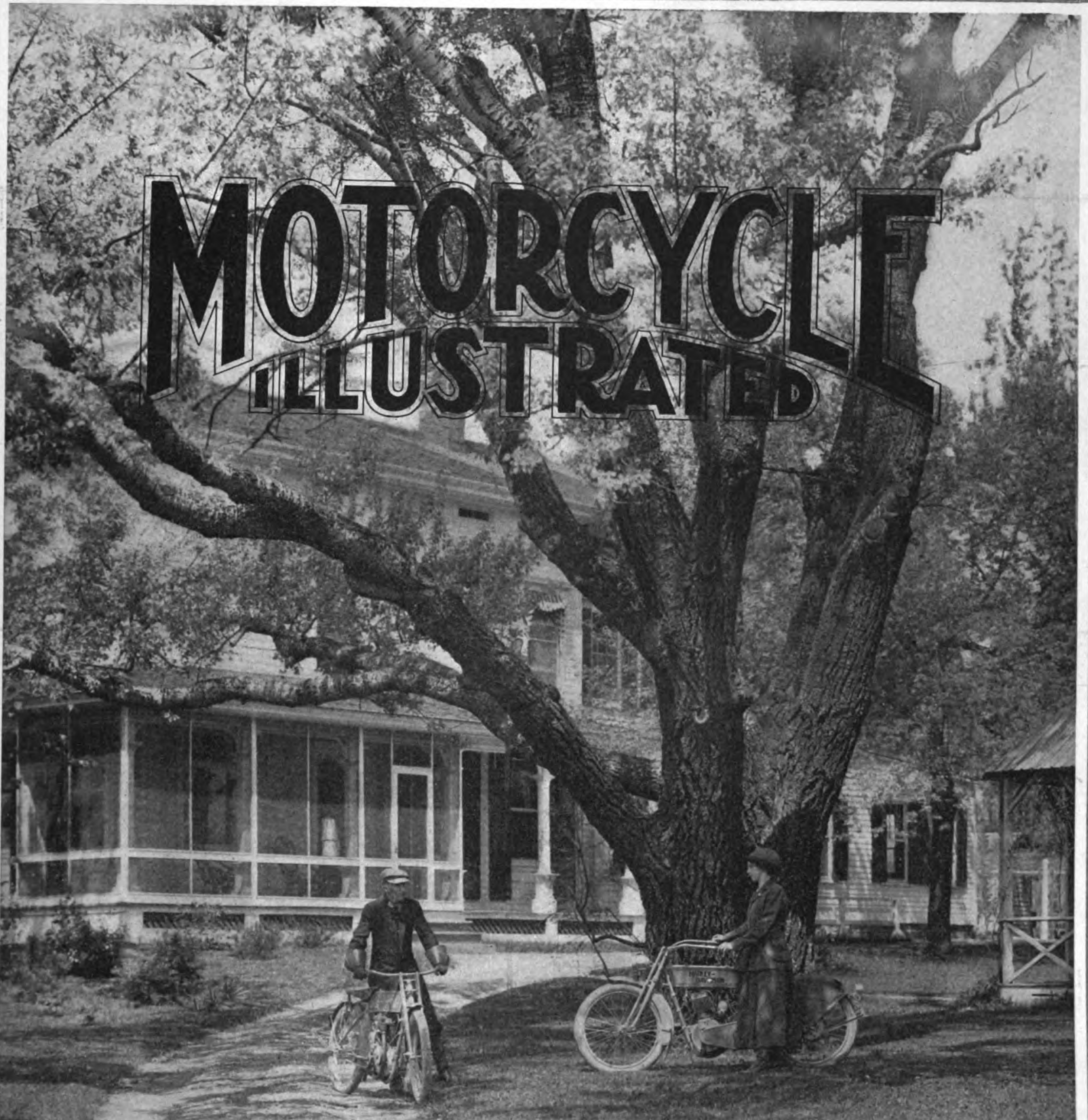
NOTE THIS: - Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything.

United States Motorcycle Tires

Made by the

Largest Rubber Company in the World

MOTORCYCLE ILLUSTRATED



IN the motorcycle and cycle trades, Spring and good business are synonymous. That this is true of 1914, is proven by this number of Motorcycle Illustrated.

We have planned this issue with a view to making it intensely interesting to every reader, and unusually profitable to every advertiser. We trust and believe that this number will serve to further tighten the bonds of interest and close business relationship which exist between our advertisers and readers and ourselves.

To both the new and the old, readers and advertisers alike, we extend our heartiest good wishes for a successful and interesting season in the motorcycle trade and sport. Nineteen Fourteen promises well, and Motorcycle Illustrated may be depended upon to do all in its power to help make the present hopeful outlook an early reality.

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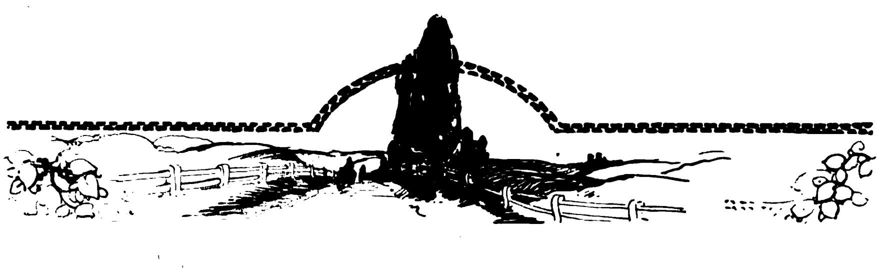


BIG CYCLE PARADE PLANNED FOR PHILADELPHIA

Thousands of Motorcyclists and Bicyclists Are Expected to Participate in Street Demonstration and Carnival at Point Breeze on Memorial Day

PHILALELPHIA, Pa., May 12.—That motorcycle dealers and riders of Philadelphia are determined to set a good example for other large cities throughout the East during the 1914 season is evinced by the magnitude of plans for a motorcycle parade and carnival to be held Memorial Day, May 30. While all the dealers and riders of the city are expected to participate, the most elaborate arrangements are being made by the Haverford Cycle Company, which is hopeful of having no less than 2,500 Excelsior riders in line, in addition to 2,500 or 3,000 bicyclists. President Max Sladkin, of the Haverford company, will act as Grand Marshal of the parade and will also figure prominently in the general plans for the day.

The street parade will begin at 1 p. m., starting from Broad street and Susquehanna avenue, and proceeding to the Point Breeze motordrome where a fine program will be staged. In connection with the parade a number of tempting prizes will be awarded, as follows: For the largest delegation in line from any city excepting Philadelphia and Camden—first prize of $100; second, $50; third, $25; fourth, $10; for the most attractive motorcycle decorated in the national colors—first prize, $25; second, $15; third, $10; fourth, $5; for the best decorated bicycle—first prize, $15; second, $10; third, $5 fourth, $2.50; for the most novel decorations on a machine, one prize of $10.

The parade will be headed by a brass band, traveling in a motor truck. Directly behind the truck will come an escort of motorcycle policemen and then, many blocks long, the mammoth procession will follow. The distance to Point Breeze track is about twelve miles. On arriving there the riders will enjoy a luncheon, and a ticket for the motordrome program will be given free to every rider who participated in the parade. A box of cementless patches will be given as a souvenir to each motorcycle rider, and there will be many other souvenirs in the form of pennants and buttons.

For the winners of the amateur motorcycle and bicycle races at the track there will be merchandise prizes footing up to $500 in value. Carl Goudy has agreed to ride an exhibition five miles during both the afternoon and evening programs, and one or two other stellar speedsters may be on deck. Entry blanks are now ready and full details can be obtained by addressing Chief Marshal Sladkin, at the headquarters of the Haverford Cycle Co. All in all, the program promises to set a new mark for motorcycle enthusiasm in the East.

LEGISLATIVE FUND IS CLOSED AT $141

WITH a contribution of $20 from the *Bicycling World & Motorcycle Review,* we are closing the fund for expenses incurred in combating injurious motorcycle legislation at Albany last Winter. The contributions to the fund are as follows:

Motorcycle Illustrated	$50
Stanley T. Kellogg	25
F. A. Baker & Co	25
Bicycling World & Motorcycle Review	20
Motorcycling Equipment Co	5
H. A. Gliesman	5
Thomas Sixsmith	5
G. E. Wood, Riverside Motorcycle Garage	5
G. B. Gibson, secretary F. A. M	1
Total	$141

The following is a copy of a letter sent by Mr. F. V. Clark, business manager of the Bicycling World Company, to Mr. Alex Schwalbach, upon whom fell the burden of preventing the passage of several bills decidedly injurious to the best interests of the sport and the trade in New York State:

"My dear Mr. Schwalbach:

"Mr. Louis R. Smith, upon his return from your office the other day, told us of the deficit which existed in the fund for the furtherance of your good work, and we enclose herewith a contribution toward the same. We assure you that we take great pleasure in doing so, and with kindest regards, we are,

"Yours very truly,
"BICYCLING WORLD COMPANY,
"F. V. Clark, Business Manager."

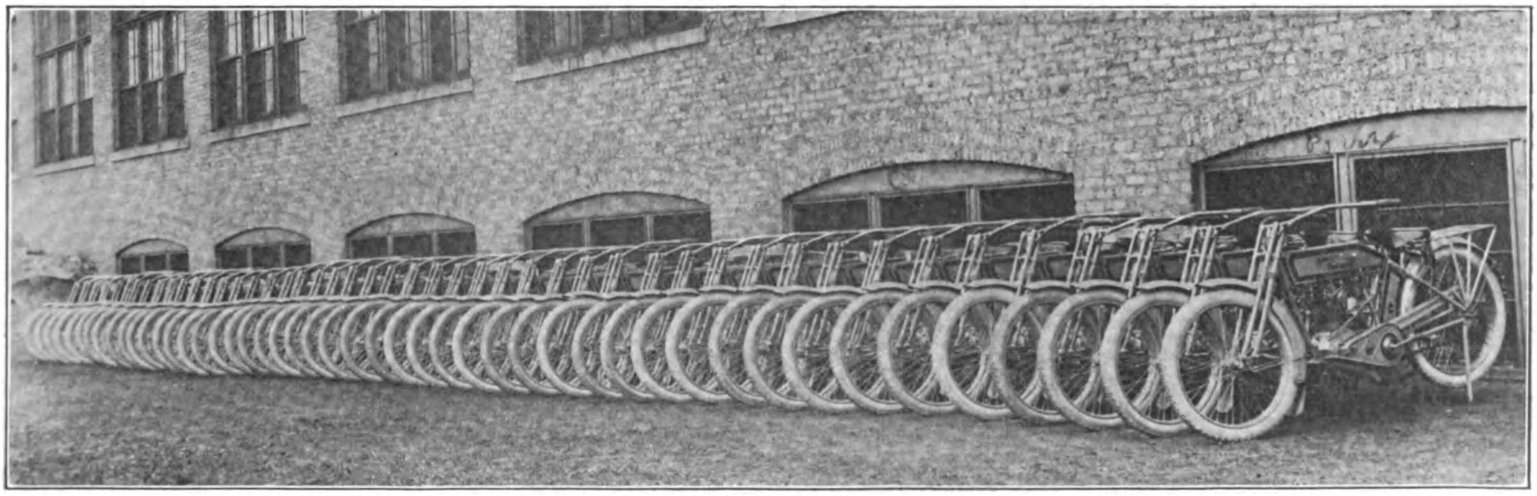
LANG LANDS A RECORD CONTRACT IN CHICAGO

C. H. LANG, Chicago agent for the Harley-Davidson, has landed what appears to be the largest single order for motorcycles on record. Lang has just contracted to supply the People's Gas Light & Coke Company, of Chicago, with forty-seven Harley-Davidsons. Last year the Harley-Davidson company sold thirty machines to the San Francisco police department, and it was believed that the record would stand for the factory for some time to come. Now Lang has set a new mark.

Lang began to sell motorcycles to the People's Gas Light & Coke Company in January, 1910. In that year the company bought forty Harley-Davidsons, but in several lots. As an indication of the great interest taken in the motorcycle by wide-awake industrial concerns, the present order from the Chicago company is significant. The company now has sixty-two Harley-Davidson machines in use, some of them having been purchased four years ago. Thirty-four of the old machines are being traded in at this time, so that in addition to the forty-seven new machines the company will have twenty-eight motorcycles obtained through previous orders, making a total of seventy-five machines in service.

Although the chief use of the motorcycles is in what might be called the mechanical end of the business, the gas company uses quite a few machines in the selling and accounting end. These machines are ridden not only by collectors, but by office men. Mr. Lang is doubly jubilant over the big order because it comes as a result of the excellent service already rendered the company by Harley-Davidson motorcycles. Incidentally the factory folks are very well pleased because the record order supports their conviction that in general commercial service no vehicle can compete with a dependable motorcycle.

A new Henderson agency has just been placed with the Dixie Repair Works, of 961 Broad street, Augusta, Ga.



This Shipment of Harley-Davidsons Was Made to Agent Lang, of Chicago, to Fill a Single Order. See Item Above.

Excelsior Rider Performs Startling Feat

Peter Thom Drives His "Big X" Up Dangerous Forty-five Degree Grade Which Has Heretofore Been Considered Unclimbable by Motorcyclists.

ON the opposite page are shown six of the most remarkable photographs that have come to hand of late. They show Peter Thom, a Chicago enthusiast, putting his Excelsior mount through a performance that sets a new record for daring on the rider's part, as well as for mechanical sturdiness on the part of the motorcycle. In making the spectacular climb illustrated in the photographs Thom had all the natural conditions against him, but he managed to make the ascent with flying colors.

Close to the headquarters of the Chicago Yacht Club in Grant Park, Chicago, is a very steep embankment, eighty feet high. Horses have tried in vain to scale it, and it has long been looked upon as entirely beyond the scope of the motor two-wheeler. The grade is forty-five degrees, and the danger incident to attempting an ascent is materially increased by the fact that failure might mean a plunge down the steep incline into Lake Michigan. Should anything go wrong on the dash up the hill the rider and his machine would be in for a nasty fall, with excellent possibilities of going overboard at the finish.

Thom Was Confident

Thom was fully cognizant of the difficulties he would have to overcome, but once he decided to attempt the feat he lost no time in tackling it. Being employed as a salesman at the motorcycle headquarters of R. C. Crist in Chicago, Thom took a two-speed Excelsior out of the show window, and rode out to Grant Park. In a few minutes quite a crowd of spectators gathered, among them being some motorcyclists, who had ridden out from the city upon learning that Thom planned to make the climb. They openly predicted that he would fail, and that both he and the motorcycle would be in for serious trouble.

Thom simply smiled, leaped confidently into the saddle of his Excelsior, and headed for the incline. Knowing that his two-speed was equal to almost any test he started slowly and gained speed all the way to the top. As the machine neared the top a nasty bump threw the front wheel almost straight up in the air, and the mount took on some of the attributes of a bucking broncho. In the photograph showing the machine with both wheels off the ground the motor was still running, but it was shut off before the machine struck the ground again. Otherwise the rider would have sustained a bad fall owing to the sudden contact between the rear wheel and the ground, with the former running at speed.

First Machine to Make Climb

Careful study of the six photographs will give a fairly clear idea of how the feat was accomplished. It will be noted that the rider had his foot on the Corbin brake lever all the way up. In case of an accident his only chance to escape injury would be through applying the brake and sliding off the machine, at the same time giving his mount a push so that he could roll clear of it. All these points had been figured out by Thom, but his Excelsior behaved so wonderfully under the strain that he was never in serious danger of a spill. It is asserted that the hill has never before been ascended by a motor vehicle, chiefly because of the exceptional grade, but also because the rider attempting the feat must count upon the possibility of a bad fall and a slide down into the lake.

Needless to say, Thom is something of a hero among his friends since the remarkable hill-climbing exhibition. They give him unstinted credit for his daring, but Thom modestly remarks: "Slip the praise to the 'Big X,' where it belongs. The machine did all the work, and I simply went along to keep it company."

The series of photographs is probably the most striking that has been reproduced in this country, and shows forcefully to what extremes the rider of a thoroughly high-grade mount can go without having his machine fail him.

STARS SLATED TO RACE IN PHILADELPHIA MEET

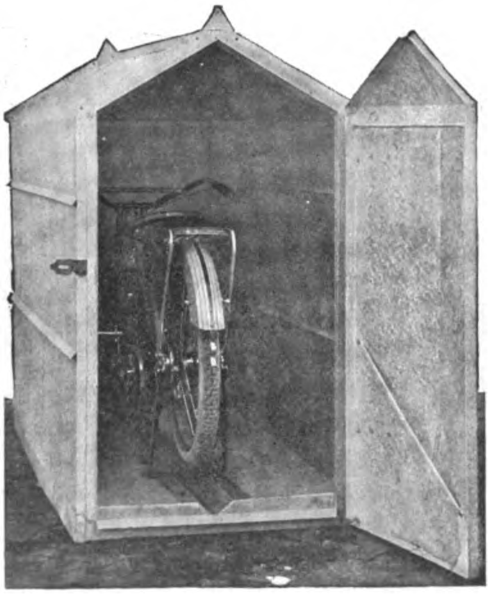
CARL GOUDY, the well-known western motorcycle racing man, representing the Excelsior racing team, has accepted an invitation to race at the meet which is to be held on the one-mile flat track of the Belmont Driving Park, at Philadelphia, on Saturday afternoon, May 23. It is possible that Perry, also of the Excelsior racing camp, may be present. Arthur Chapple has signified his intention of competing and Empfield, Klebes, Pancoast, Vanderbery, Thomas and Veditz are also on the list. The Excelsior, Indian, Merkel and the Pope factories are pretty sure to send representatives after the one-mile professional time for the track, hung up by John Empfield, 51⅘ seconds being the time. A very attractive prize has been offered for the rider lowering this time.

The events will include a 5-mile professional and 10-mile professional, for blind cylinder machines; 5-mile professional and 10-mile professional, for ported machines; 5-mile amateur and 10-mile amateur, for stock machines. The entry fee will be 50 cents for amateurs and $1 for professionals. The prizes in each professional event will be $15 for first, $10 for second, and $5 for third, while the amateur prizes will be attractive in every respect. Entries close with B. H. Craddock, 1716 Ludlow street, Philadelphia, on Monday, May 18, 1914.

LaCross, Wis.—The Excelsior Auo Cycle Company has been formed here to represent the Excelsior motorcycle. The company's headquarters are at 1648 Berlin avenue.

KELM & BURBACH GARAGE

Motorcyclists who have experienced difficulty in properly housing their machines will find the problem solved for them in the neat and durable motorcycle garage offered by Kelm & Burbach, 387 Third street, Milwaukee, Wis. As indicated in the photograph, the Kelm & Burbach garage is compact, but it still allows all the space needed for the machine. It is 7 ft. 7 in. long, 2 ft. 10 in. wide, 5 ft. 6 in. high and the width of the door is 2 ft. 6 in. The shipping weight when crated is 200 lbs., very low, all things considered.



Kelm & Burbach Garage

The garage is made of No. 26 gauge galvanized steel. It will not rust and does not require painting. The hinges and hasp for fastening the door are riveted on so that it is impossible to gain entrance without demolishing the house. The floor is five inches from the ground so that the machine is kept dry.

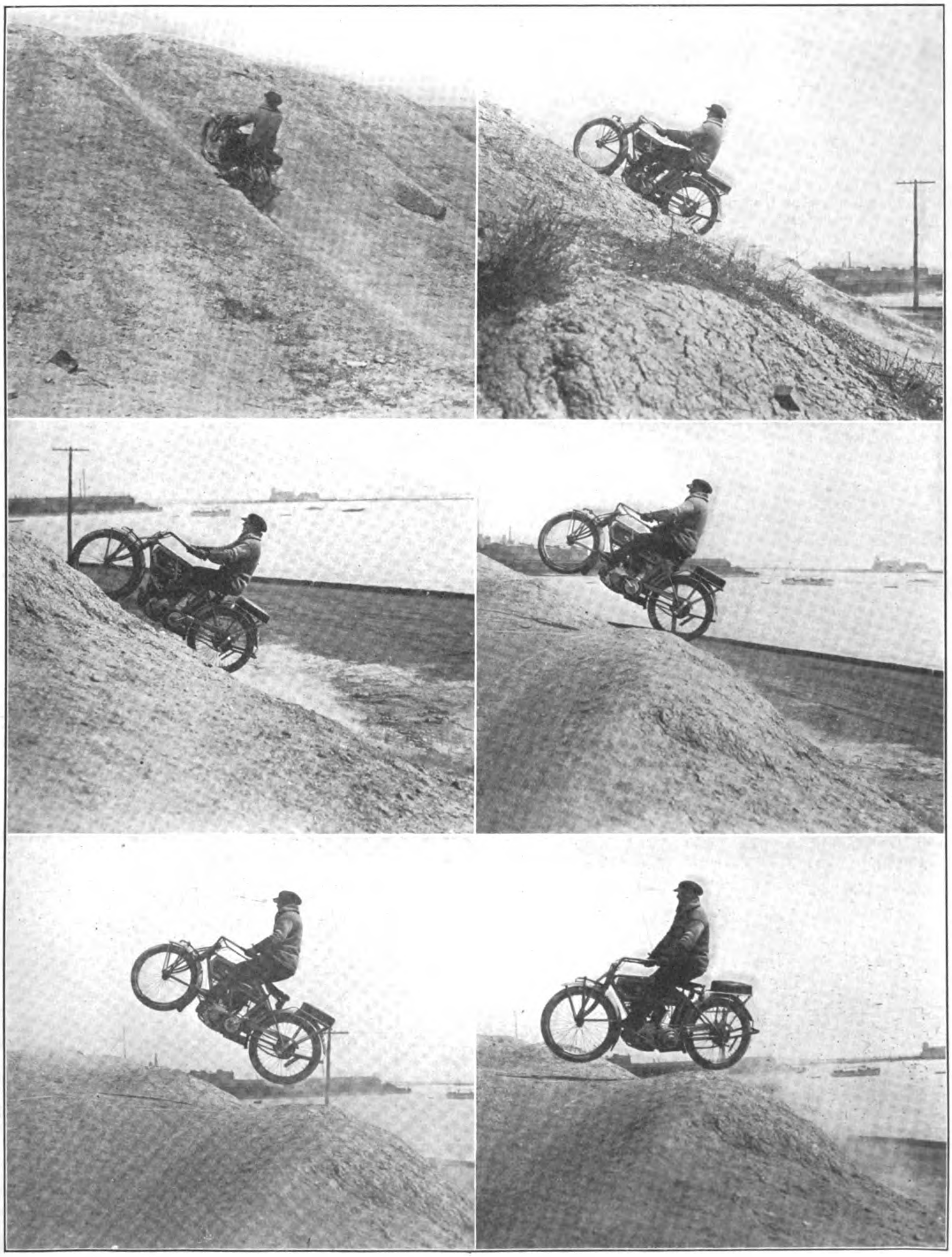
BAKER IN A FAIR WAY TO SMASH THE RECORD

GREENVILLE, Ill., May 11.—Erwin G. Baker, who is on his way across the country in an effort to lower the transcontinental motorcycle record, arrived here tonight, having covered 304 miles during the day.

Baker, who has maintained a terrific pace since leaving San Diego, Cal., on May 3, despite bad roads and other obstacles, stated that he would arrive in New York City in three days unless particularly discouraging road conditions were encountered. This means that his sensational dash from coast to coast will be completed in about fifteen days, barring accidents. A great part of the mileage on May 11, leading up to Greenville, was made in the rain. Baker reports that especially bad roads were found through Missouri.

The present transcontinental record, held by Volney E. Davis, of San Francisco, is 20 days 19 hours and one minute, allowing for three hours difference in time. Davis made his record on an Indian motorcycle and Baker is using a machine of the same make. He reports that his Indian has given him wonderful service, and that if he fails to reach New York within the fifteen-day limit it will not be through mechanical failure on the part of his mount.

THOM'S HAIR-RAISING CLIMB



Described on Opposite Page.

HOW THE JOBBER'S BUYER WORKS

His Methods and General Attitude Towards the Trade Are of Great Importance Because He Invariably Reflects the Policy of His House

By Fred I. Willis
Secretary-Treasurer of the Hearsey-Willis Co.

THE buyer for the jobbing house must be a resourceful fellow, and to be successful must be a man of exceptional ability. In no other line of business has the buyer the opportunity for advancement that the buyer for the jobbing house has.

First of all, the buyer reflects the policy of his house. It matters not whom the jobber employs, or what caliber of man he is, he is the direct representative between the corporation jobber and the manufacturer. If it is his policy to buy a low quality of goods, it is the policy of the house to sell to a trade of like character. If he uses unscrupulous methods in his buying—it is probably the policy of the house to use unscrupulous methods in its business. If it is his policy to treat the manufacturer with discourtesy—it is no doubt the policy of the house to treat the buying consumer the same way. Therefore it is clearly evident that the buyer does reflect the policy of his house.

Why Resourcefulness Is Necessary

He must be resourceful because he has no criterion to go by, other than his own ability and judgment. The buyer for the manufacturing plant is told what to buy and in what quantities by the manufacturing department, and he must buy certain goods suitable for their requirements. The buyer for the retail store is nearly always a salesman as well, and he naturally knows the requirements of his trade. He therefore buys what his experience has taught him his trade actually requires, and the price at which the retailer is to pay for the goods is readily gained by experience and the accumulated knowledge of his business.

The jobber's buyer, whom we are discussing, must not only know how to buy goods, but he must know how to sell them. He must work with the sales department, because without harmony in this direction he would soon accumulate a stock of goods that would be unsalable. He must study the likes and dislikes, the wants of his customers, the manufacturing conditions, the farming conditions, the weather conditions and keep in close touch with the trade from Maine to California and from the Soo to the Gulf. He must know that the man in New England does not follow the same styles as does the man on the Coast, and that Florida consumes a larger variety of goods during their winter season than throughout the remainder of the year.

The most successful buyer is the one who visits the markets, occasionally calls on the manufacturers, attends the shows, and most important of all, calls upon some of his trade to study their requirements. A buyer can gain from the customers of the house a fund of knowledge that will be equally important with that of the sales manager. The buyer must be quick and positive in his judgment; he must be one who can see a money-making proposition quickly and act with decision.

Owing to the great variety of merchandise purchased in various parts of the country, he must have quotations and information on all items pertaining to his trade at his finger tips. By studying the financial, trade and weather conditions of the country he should be able to tell in what quantities to specify his purchases from month to month. He should keep in close touch with the financial side of his house so that he will not over-buy in proportion to the sales and collections that can be made within a given length of time.

Owing to the endless variety of merchandise required by the jobber it is essential to keep a perpetual inventory on the shelves or bins showing the quantities of the various goods on hand. A buyer can earn a good salary in the saving of freight, express and parcel post charges by having his goods well equalized. On the other hand, should he over-buy on certain items he would find himself losing large sums by tying up capital in unsalable goods, or being compelled to cut the prices of a really salable article in order to move his stock. By keeping a perpetual inventory the buyer can equalize his stock and keep it within reasonable bounds, thus saving the tying up of any unnecessary capital.

Co-Operating With the Salesmen

A buyer should, in addition to this, keep a want book where the order pickers will record the goods that are needed. That he may add to his services he should also keep a book to which the various salesmen have access and record the names of goods that he does not carry and for which there is a demand. By ascertaining the frequency of these calls he can determine whether the article has sufficient selling merit to warrant his company in buying this on a jobbing basis.

JOHN
WILLIAMS
JOBBER

It must be borne in mind that the jobbers place in the commercial field is to assemble all of the standard as well as that part of the nevelty goods that the trade requires, and have them in sufficient quantities in central locations where shipping facilities are adequate for quick delivery within an immediate radius of his own city or jobbing center. This will vary of course by the city in which the jobber is doing business. In the more thickly populated communities the cities are naturally closer together, and consequently the zones are smaller than in communities where there is a lesser population with fewer cities.

A buyer should also keep in touch with his short order or pick-up buyer, who is usually a young assistant. If this buyer is compelled to purchase the goods in too large a quantity for which he is paying practically the dealer's price, the head buyer would be paying out too much of his company's profits for his failure to carry goods in sufficient quantities.

Solving Transportation Problems

One of the useful methods made use of is to keep in touch with the traffic manager. If the corporation itself does not maintain a specific traffic department, information can be obtained in almost any city on the best roads for shipments. Many manufacturing centers as well as jobbing centers have their package cars to destination. By routing via this car the shipments will come in without delay and save damage as well as lost shipments which may be caused by shipping at transfer points. Care should also be taken by the buyer to specify the style of package in which the goods should be shipped, to eliminate unnecessary freight charges on boxes or bales that are out of proportion to the goods in transit.

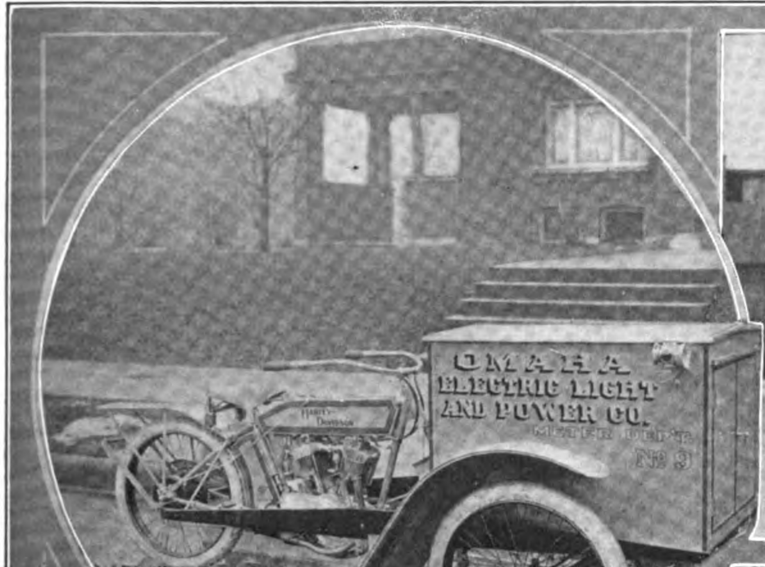
There was a time when the general impression was that the buyer who made the most money for his house was the one who bought goods at the lowest price, whether such price was gained by honest methods or by deceit and misrepresentation. Buyers have been known who would purchase quantities far beyond their requirements in order to secure an advantage in the price, and before these goods were successfully disposed of the prices were cut to a ruinous figure to get rid of them. The buyer today keeps in a card index at his right hand a record of purchases, as received in monthly shipments, and in buying for the present market he takes into consideration the quantity of goods used in the past, not forgetting the present market conditions.

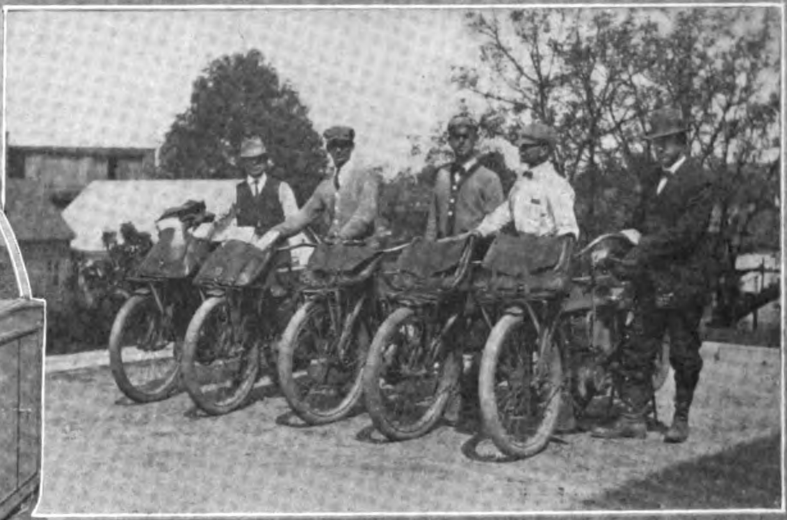
The Salesman as an Advisor

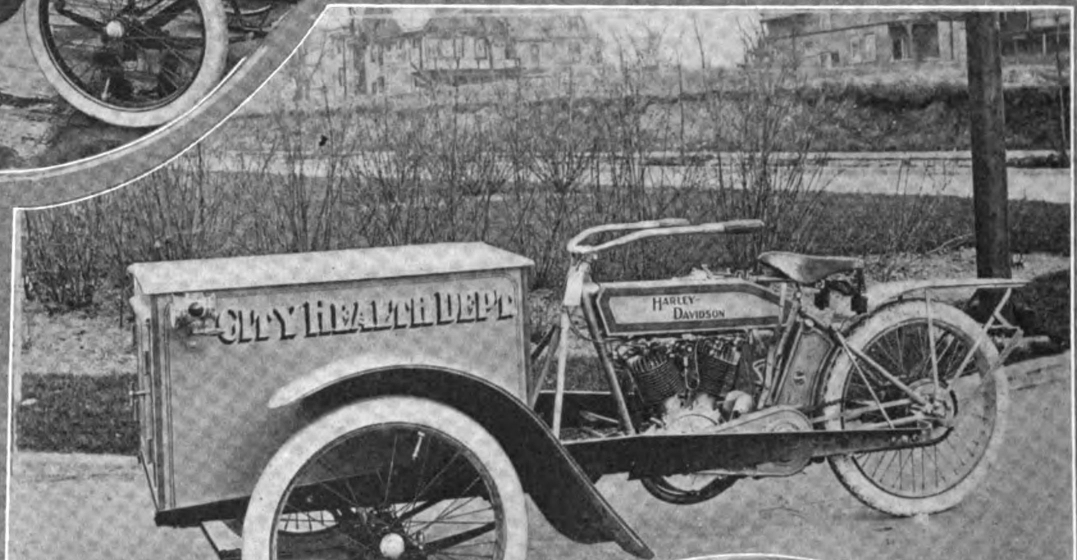
The manufacturer who formerly sent out on the road an entertainer, whose chief asset was being a good fellow among the buyers, is now supplanted by a representative business man who knows his goods and appeals to the jobber with his proposition well in hand and lays his cards face up upon the jobber's table. As the buyer realizes that he reflects the policies of his own house, he recognizes that the salesman from the manufacturer does likewise. One of the greatest sources of information for the buyer is gained from close contact with the high type of salesmen usually employed by the manufacturers.

The buyer who has no time to talk to a traveling representative, or who does not lay aside his work for a few minutes to gather information regarding the trade conditions

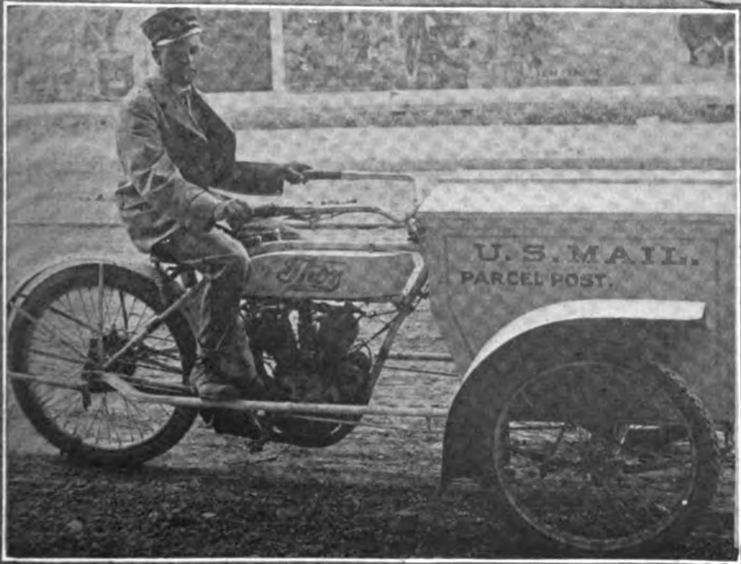
VARIED USES OF THE MOTORCYCLE—SERIES 1

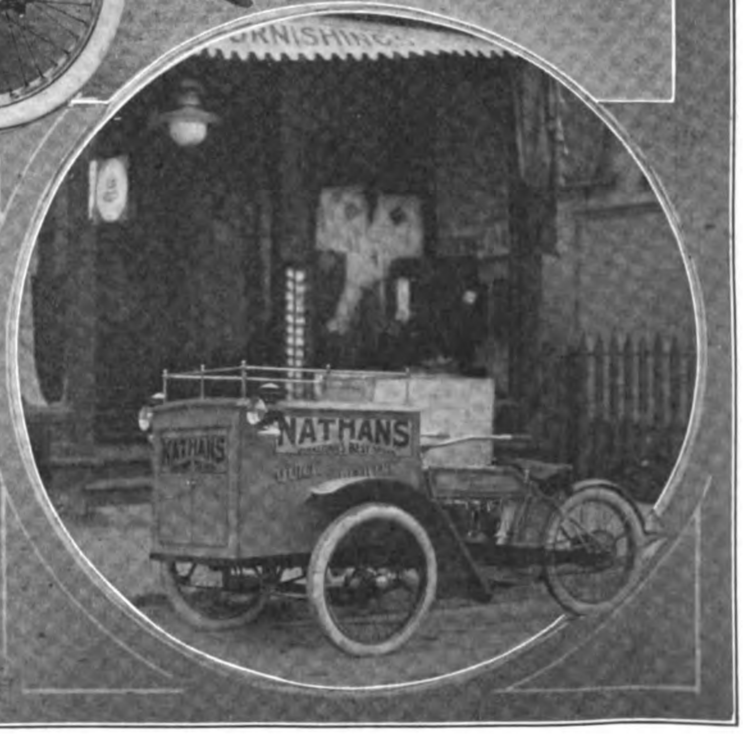

OMAHA
ELECTRIC LIGHT
AND POWER CO.
METER DEPT
No 3
Harley-Davidson




CITY HEALTH DEPT
Harley-Davidson

The five photographs on this page tell their stories of the motorcycle's varied adaptability so strikingly that there is small need for descriptions. The four van outfits are in daily use and have displaced automobiles as well as horses and wagons, thus proving that they are as dependable and sturdy as they are economical. The upper right-hand photo shows a quintet of R. F. D. carriers; the workers in this branch of Uncle Sam's service are among the most enthusiastic motorcyclists.


U. S. MAIL.
PARCEL POST.

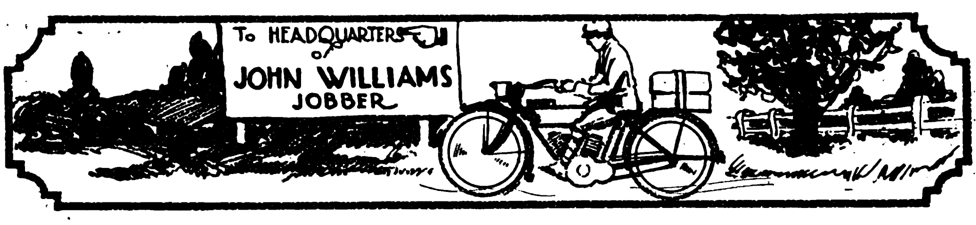

URNISHING
NATHANS
NATHANS

throughout the country, is narrow in his views and is losing sight of his greatest source of information. A salesman who travels over a large territory can always advise well with the buyer, and it is a rare occasion when a salesman will take advantage of a buyer who seeks information as to the quantities, style and price of goods that are used in the various sections of the country. Of course, all of the salesmen on the road are not representative and are not awake to their opportunity of making themselves useful to the buyer beyond merely taking his order; but in these days of keen competition the buyer who fails in this respect is indeed a rare man and is the exception.

A buyer should not hesitate to anticipate a portion of his season's requirements, and, as intelligently as he can, to specify these shipments from month to month. The maker can only be guided by the probable requirements of his customers, and usually the customer who co-operates with the manufacturer most gets the best shipments and when any favors are to be extended in the way of special prices these are extended to the co-operating buyer. This brings the buyer and seller together upon a common platform and they are doing business in a business-like way, as man to man. The manufacturer knows his jobber, usually knows his requirements, and goes after the business with this understanding. The jobber's buyer knows the requirements of his own company, the quantity of goods they can consume, the ability of the sales department to dispose of them, and, of course, he purchases goods accordingly.

The construction of the jobber's catalog is necessarily in the hands of the buyer. The sales manager may put his own construction on the catalog or give it the finishing touches, but the buyer must furnish the information that goes into the catalog and the success or failure always depends upon the buyer. A very common mistake in preparing a catalog is not allowing enough time to prepare the book, and it is at last prepared in a hurried, haphazard manner and reflects again upon the policy of the jobber. A buyer should keep a loose-leaf book and gather data for his catalog months in advance. In this way he will be prepared for the publication of his catalog so that when the sales department desires to get it to the printer he can handle it in an intelligent and satisfactory way. Belated catalogs are always sent out after a competitor has mailed a carefully prepared book and when the printer is rushed without proper time for preparation and without proper corrections. This is one of the opportunities for the energetic, wide-awake buyer to deliver all that is in him to his company. This catalog is the guide of his customers and is referred to many times every day throughout the entire year.

Therefore, the present-day method of doing business is one where the parties have a mutual understanding, work on the policies of "live and let live" and merchandise on a common level. The buyer invariably reflects the policy of his house and day of deceit and misrepresentation is past.



HINTS FOR SPORTING GOODS MEN

A Veteran Dealer Tells Why the Addition of the Motorcycle to His General Line Boosted Business and Brought Him Permanent Satisfaction

By M. N. Kimball

President, Kimball-Upson Company, Sacramento

THAT our views may be the better understood, we will say that our business consists of jobbing and retailing the following general lines: Sporting goods, automobile supplies, bicycles and motorcycles. Our house is undoubtedly better known as a sporting goods establishment than through any of the other lines mentioned. From the inception of our business, about 24 years ago, we have handled bicycles in connection with our sporting goods business, and about ten years ago we took on a complete line of automobile supplies. The motorcycle is therefore the latest line added. This was taken on a little over two years ago, when arrangements were made with the Pope Mfg. Co. to distribute Pope motorcycles for all California north of Tehachipi and for the state of Nevada.

Naturally, having had an established trade with quite a large number of sporting goods dealers, many of whom were already handling bicycles as a side line, we were in a position to solicit from them the enlargement of other lines. We can say that at the present time we have sporting goods dealers in ten of the cities and larger towns in our territory who are stocking our line of motorcycles.

How the Establishment Is Laid Out

This number represents about one-sixth of all the agencies we have established, and all our sporting goods dealers handling motorcycles as a side line appear to be satisfied.

Our own experience in retailing Pope motorcycles from our store in Sacramento has been very gratifying. We believe we retail more motorcycles than we could if conducting an exclusive motorcycle business, for the reason that a sporting goods store always has a large following of good prospects for any sort of outdoor recreation; besides, as a rule, this following is of a better class (we mean that it represents more money) than those who are usually attracted by an exclusive motorcycle shop.

We carry our main stock of motorcycles and supplies on our fourth floor, but use a small section of our main floor on the street level for the display and sale of motorcycles and supplies. Our repair shop is in a separate building just across the street from our Oak avenue entrance.

In this connection, our advice to dealers handling motorcycles as a side line, would be for them to keep their repair shop in an entirely separate building from their retail salesroom. The noise and odors arising from a repair shop are exceedingly disagreeable, besides it is wise to exclude prospective customers from the shop. We feel that this point cannot be emphasized too strongly.

Selecting the Motorcycle Line

Another thing is that the dealer must educate himself to a proper understanding of the mechanism of his own machines, so that he can intelligently talk motorcycle to prospective customers. He should also mix with motorcyclists, join the local club if there is one and participate in their club runs, race meets and other motorcycle events. Of course, if he has a salesman who does all these things, it is not necessary that the proprietor should take such an active interest.

The most important thing to be considered by any agent is the motorcycle itself that he intends to represent. There are many good makes of motorcycles on the market, but we are sorry to say that there are also some machines, that no agent could handle at a profit and give the service that a customer should reasonably expect of him.

A machine that is noted for its power, speed, riding comfort, and general reputation for standing up under all motorcycling conditions, is the one he should decide upon. While it is true that many motorcyclists never expect to push their machine to the full limit of power or speed, still they like to know that it is there if it ever comes to a test. It is also to be noted that the machine that has the reputation for winning from other makes on road; in hill climbing contests and other tests of power or speed is the easiest seller in that community.

Concerning the Installment Plan

The dealer who has the capital to do an installment business has quite an advantage over the fellow who has to sell for cash. The installment business can be made profitable, if great care is exercised in the selection of customers. Usually from ten to twenty dollars is added to the cash price of a motorcycle, when sold on the installment plan, and this is clear profit to the dealer if he is successful in getting in all of the payments, and if he gets a sufficient amount of cash down (not less then one-third the price) and does not extend the monthly payments beyond four or five.

In conclusion, we would say that every sporting goods dealer who is not satisfied with the volume of business that he is doing, should carefully investigate for himself the possibility of increasing his profits by taking on a live motorcycle agency.

BROADENING THE SALES POLICY

Outlying Districts in Which There Are No Motorcycle Agents Can Be Reached Economically Through the Hardware Dealer's Seasoned Salesmen

By Nelson T. Gutelius
Of the Motor Car Equipment Co., New York City

WHILE it cannot be denied that the agent who deals in motorcycles and their accessories exclusively is the strongest personal selling force in the trade field, that he is the man who should be chosen by the manufacturer to handle his goods whenever possible—it is increasingly evident that the hardware dealer is making his influence count for something in the motorcycle industry. Where the manufacturer can sign up a competent man to devote all his time to boosting said manufacturer's machine, it goes without saying that that is the proper course to pursue. But when the motorcycle must be handled in conjunction with other lines of goods the hardware man or the sporting goods dealer steps into the limelight.

Every new movement in commercial progress seems to have had a peculiar beginning. This was true of the commencement of hardware dealers to handle automobile and motorcycle accessories. This movement among hardware dealers only had its inception with them, in a formidable state, during the past year. The peculiarity of the situation when hardware dealers awakened to the fact that motor accessories and supplies are kindred to their line lies in the fact that they waited until the specialists in motor accessories had developed it and paved the way for its success. Then they were confronted by "a condition and not a theory." This condition was one of neglecting a profitable line, and at a late day they are making all haste to annex this line.

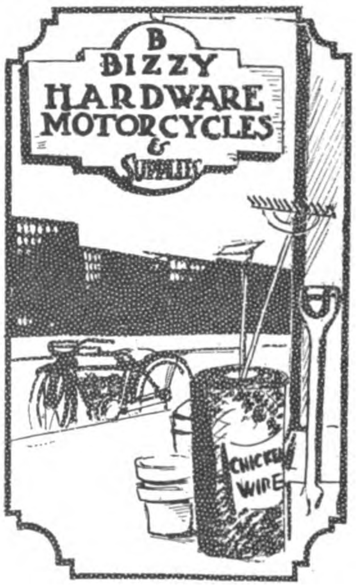
If the trend toward departmentizing the motor accessory line in hardware stores continues at the same ratio that has attended its adoption by about 1,000 hardware dealers the past year, within the next five years motor accessories should become a well settled and profitable line with hardware dealers.

Unexcelled Selling Organizations.

Hardware dealers were the first to sell accessories to bicycle, motor car and motorcycle owners. Thousands of hardware dealers have and are selling bicycles, and bicyclists and motorcyclists bought their first wrenches and supplies from hardware dealers, long before the line was specialized by out-and-out, exclusive dealers.

Hardware dealers should be looked upon by manufacturers and jobbers of motorcycle and bicycle accessories and supplies as a very convenient means through which to distribute their products. They have stores prominently located in all the large cities, and more particularly, widely distributed over a vast territory of inland towns and cities. They also have well-trained selling organizations with long years of training in selling a line which is quite similar to the motor accessory line.

There are about 35,000 hardware dealers in the United States and Canada. Of course, it must be taken for granted that there is only a certain percentage of these dealers who are rightly located, so as to be able to take on the motorcycle line to any extent. Their adding the line will depend upon the number of motorcyclists and bicyclists to be served in their particular localities. Hardware dealers located in centers of large population are the most eligible ones to follow out any leads for this trade which the number of machines in service in their territories would warrant.



What Should Constitute the Line

The particular accessory items which hardware dealers could handle at a profit are: Tires, lamps, horns, tire pumps, spark plugs, sirens, lamp brackets, axle sets, special motorcycle watches and lamp burners. Then, of course, in the supply line, gasoline and lubricating oil could be served to motorcycle customers, whose lesser trade would be backed up by the greater demands of motor car owners.

The possibilities of broadening the sales of motorcycle and bicycle accessories through hardware dealers are at present encouraging.

It should be understood, however, that the line will have to be gradually worked in with hardware dealers. As the sales of motorcycles are rapidly increasing each year, sales of necessary accessories for their proper maintenance will proportionately increase. It is a line that will steadily grow with hardware dealers and their business is certainly well worth cultivating.

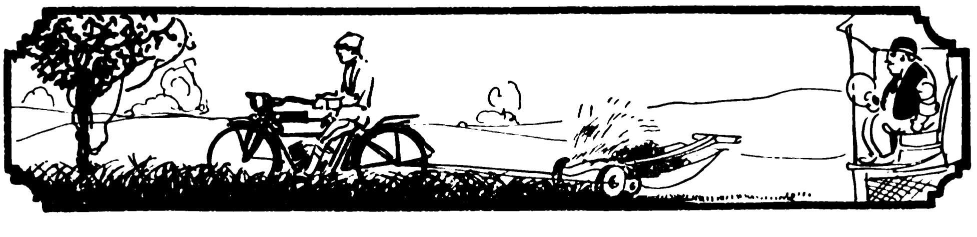
The initiative has been taken by a considerable number of hardware dealers, in stocking and selling motor accessories and supplies. They have handled bicycles for years and that line has fitted in naturally with their general hardware line. Now, why not start with an impetus, a movement to show hardware dealers why and how they can stock and sell motorcycles? The motorcycle is the natural successor to the bicycle; it is a great advance in two-wheel locomotion, and its more general usefulness is bound to grow. Then, why not give the motorcycle a better show by establishing a broader selling policy, which should include hardware dealers as distributers?

There are many prosperous towns and cities of from 10,000 to 20,000 and 40,000 population and upward, where are located on the main business streets prosperous and well-advertised hardware stores. The majority of such hardware firms operating these stores are either wealthy or well-to-do. They have a prestige with the people in their respective localities which cannot be impeached. They have well-established financial credit and any reasonable amount of obligation they care to assume is not questioned.

Fostering the Instalment Idea

A number of regular and exclusive motorcycle dealers located in the largest cities have inaugurated a system of time payments on motorcycles. They are making a success of this plan and thereby increasing the use of the motorcycle among a progressive class of young men who usually help very materially to advertise the advantages and pleasures of motorcycling. Advertising the motorcycle by actual demonstration by enthusiastic "boosters" is the kind of advertising and promotion work that grows and increases a more general recognition of the untold pleasures of motorcycling. Hardware dealers in many towns and cities of the size mentioned are in a position to carry on distributing centers for motorcycles and selling on time payments. They have the capital with which to carry on a time payment plan and they also have well-trained selling organizations.

Can you imagine a better and broader method of distribution of the motorcycle product than that offered by hardware dealers in hundreds of good-sized towns and cities located considerable distances away from the regular, big motorcycle dealers in the large cities? Indeed, this is a suggestion that every motorcycle manufacturer should seriously consider. It can be carried out without coming into confliction with the territories of the regular, old-fashioned motorcycle dealers located in the larger cities; then, at the same time the plan would take the motorcycle into localities of the interior of the country, not yet acquainted with its advantages.



Getting After the Farmer's Patronage

There seems to be no obstacle in the way to carry out this plan for a broader distribution of the motorcycle product of America and all that it needs to give it some formidable shape is to just start the ball a-rolling, and within a short time even farmers and their boys and girls will take to motorcycling.

Hardware dealers in good-sized country towns and cities are the agents who closely represent the farming communities. They sell the farmers of the country thousands and thousands of dollars worth of hardware and all kinds of mechanical devices. If they can sell them such merchandise, they can also sell them motorcycles. Approximately 50 to 60 per cent. of the motor cars sold each year are purchased by farmers, and they have the ready cash to pay for them. Then, why not start a broader and bigger selling campaign through hardware dealers, in order that our "country cousins" may learn of the charms of motorcycling and also of its business advantages in making quick trips to town? Such a plan for broader sales of motorcycles is bound to grow and the hardware dealers located in towns and cities furnishing favorable conditions for the extension of the trade are the very agencies through which to promote this business.

FINDING A SPORTING CLIENTELE

It is Quite Natural for the Man Who is Interested in Other Sporting Goods to Take Up the Motorcycle if He is Tactfully Approached

By G. H. Westing

President, G. H. Westing Co., Indianapolis

TO the sporting goods dealer, who also handles bicycles, the motorcycle business offers excellent opportunities for an increased profitable business. The principal advantage he has over any other business house is the fact that he has a clientage to pick his purchasers from, as the young man who plays base ball and tennis, or who rides a bicycle, can eventually be convinced that motorcycling is the finest sport of them all. In this respect he has especially an advantage over the automobile dealer. The fact is, the automobile and the motorcycle business do not go together, because, there are two distinct classes of people as purchasers.

For a sporting goods dealer to handle the motorcycle business successfully he must bear several essential factors in mind. He should secure the agency of a motorcycle of national reputation, a machine which is nationally advertised in trade papers and other widely read magazines. If a dealer has not had the support of the maker, in advertising and through nearby branches, he is at a disadvantage with his competitors. Another essential factor is for him to take care of his riders after selling them a machine. He must maintain a first class shop near his sales room and must carry a sufficient stock of parts and accessories to meet the riders' requirements. He must have good mechanics who understand motorcycle work thoroughly. By using the right sort of a system he can not only make this shop self supporting but profitable as well. Many motorcycle dealers make a mistake in not keeping an accurate account of their business transactions in the shop and at the end of the year they wonder why they have not made any money. Motorcycle riders are willing to pay the right prices for service, but nothing discourages them more than when they can not have their machines and requirements taken care of and that without delay.

The Attractive Photograph Reproduced Above Shows Vice-president William G. Henderson, of the Henderson Motorcycle Co., and Mrs. Henderson On the Tandem Mount and Advertising Manager Hugh A. Fargo Astride the Sidecar Machine. The Picture Was Taken in Belle Isle Recently.

A sporting goods dealer, going into the motorcycle business, must also be prepared to sell motorcycles on payments. He should take not less than one third to one half down as the first payment and the balance in weekly or monthly installments. It is best to insist on weekly installments because, when the rider gets his salary by the week, it is easier for him to pay five dollars per week than twenty dollars in a lump sum once a month.

A sporting goods dealer must not get the notion into his head to handle motorcycles as a side line. Personally I do not believe in side lines, but believe in giving every branch of the business equal, thorough attention. The motorcycle business like any other business must be handled right or there is no money in it. To add motorcycles to a sporting goods and bicycle business does not require a great increase in the overhead expense because the sales force and shop are there and it is not necessary to increase the expense materially until the increased business justifies it.

The future of the motorcycle business lies with the sporting goods and bicycle trade, but it will never mix with the automobile business. Unlike the automobile dealer, the bicycle dealer can pick the motorcycle riders right out of his rank of customers.

I firmly believe that with the improved machines, better roads and better business methods on the part of the dealers, the motorcycle business will continue to grow by leaps and bounds.

The motorcycle is the most practical and economical vehicle in the world and it is up to the sporting goods dealer to reap the harvest.

OUTLOOK IS BRIGHT IN THE MIDDLE WEST

By R. V. Cusack.

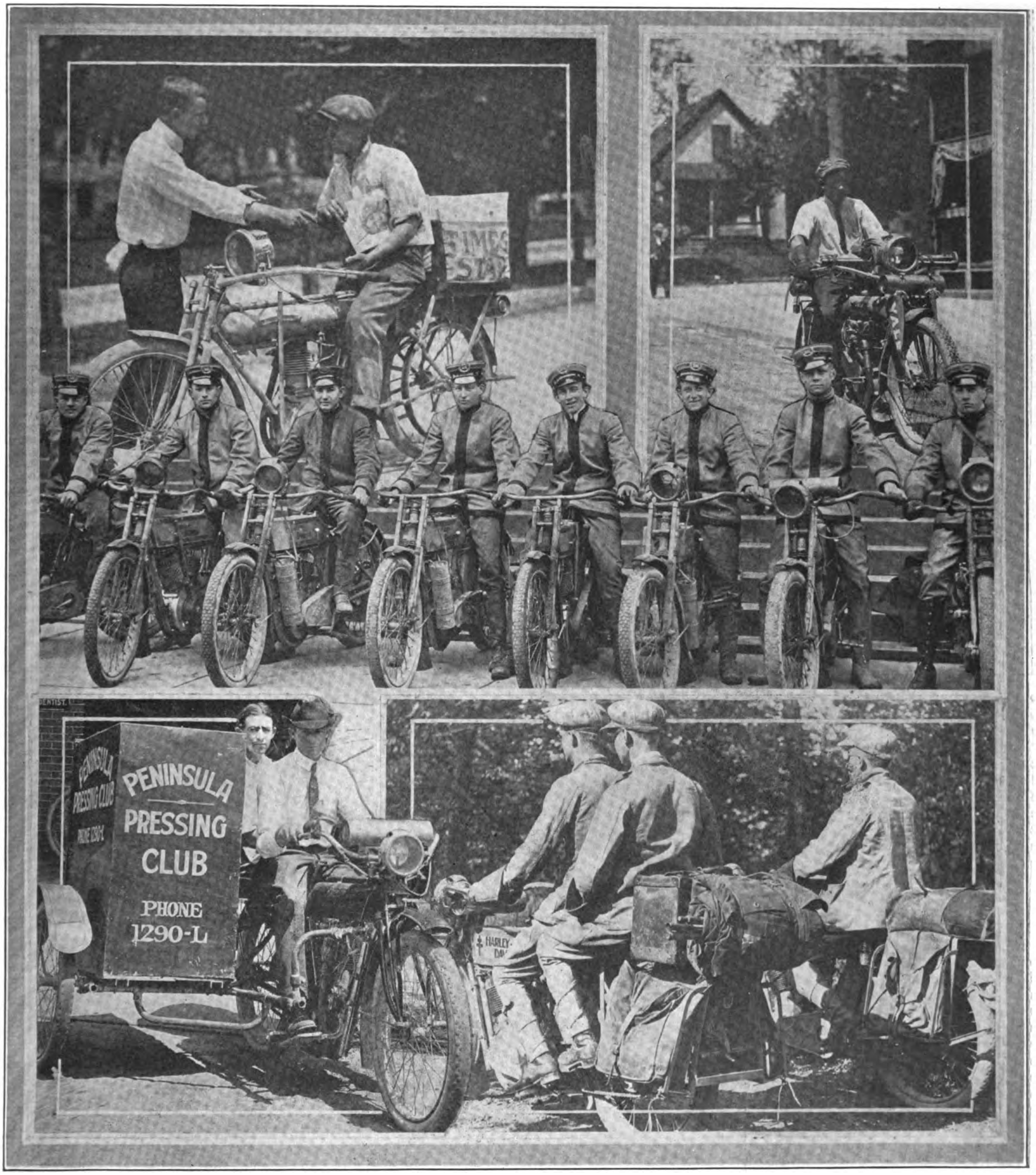
Richards & Conover Hardware Co., Kansas City, Mo.

THE motorcycle is becoming more popular every day with the writer as well as with the merchants, as it is today nearer to perfection, and there is less trouble with the motorcycle than there has been in the past. It is a well-known fact that any article being put on the market, especially where there is an engine, such as there is on the motorcycle, takes a certain time to adjust itself.

It is surprising the number of motorcycles that are being used in the Middle West today. The Secretary of State of Missouri issued 1,369 motorcycle licenses up to April 1 for 1914, and the Secretary of State of Kansas had issued 6,993 motorcycle licenses for 1914 up to April 1.

The State of Oklahoma does not issue motorcycle licenses; therefore it is pretty hard to tell how many motorcycles are ridden in that State today, although from general observations. there are as many motorcycles used in Oklahoma as in Kansas. On the whole, the outlook is bright.

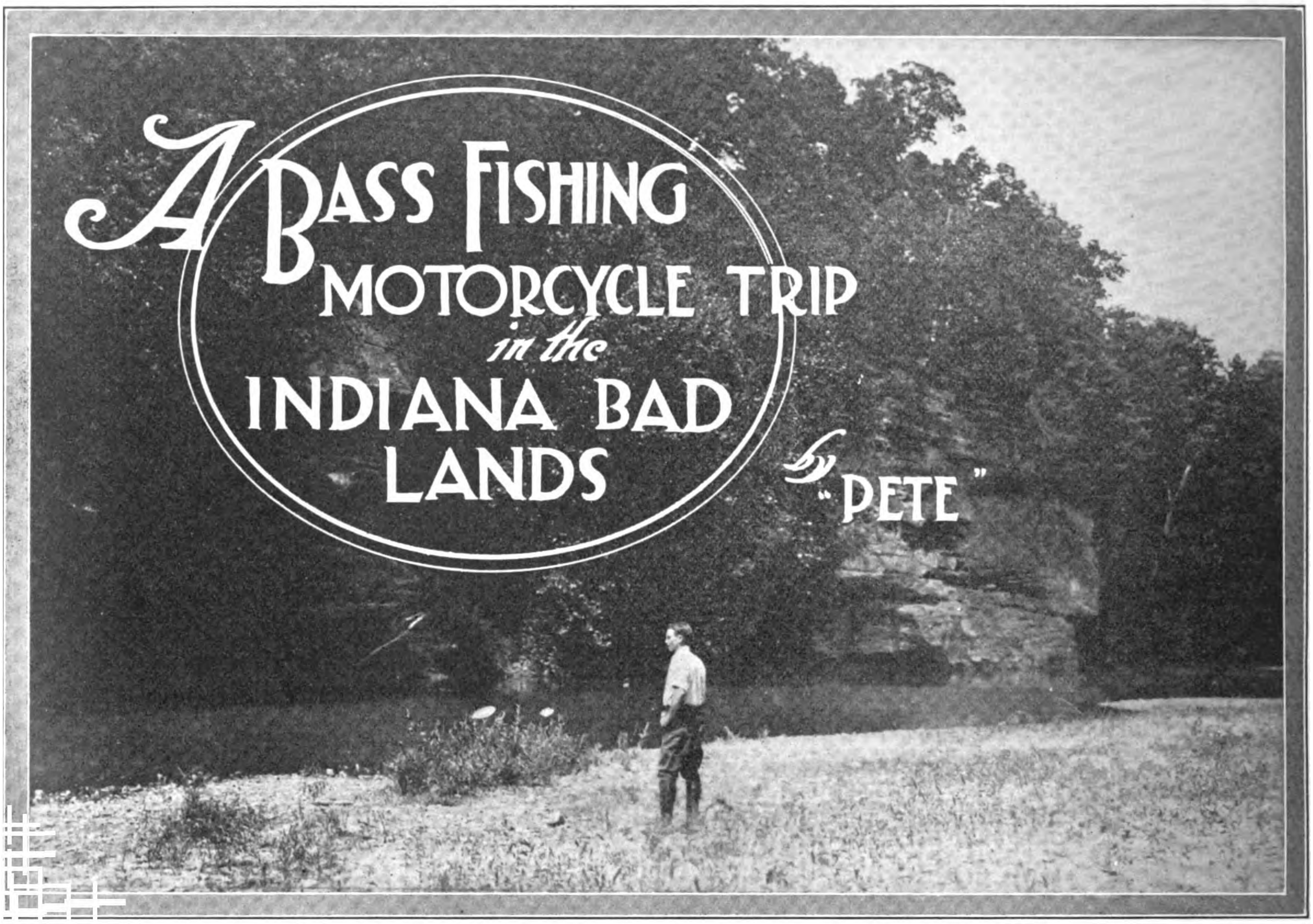
VARIED USES OF THE MOTORCYCLE—SERIES 2


TIMES STAR
PENINSULA PRESSING CLUB PHONE 1290-L
PENINSULA PRESSING CLUB
PENINSULA PRESSING CLUB PHONE 1290-L
HARLEY-DAV

THE picture in the upper left-hand corner shows a magazine distributor of Sidney, Ohio; at the right appears a machine used in parcel post delivery work in Lima, Ohio; the center photograph presents an imposing lineup of motorcycle messengers of Milwaukee, Wis.; the lower left-hand picture shows a side van used by a Pensacola (Fla.) tailor and the remaining photo was snapped while members of the Wisconsin Anti-Tuberculosis Association were starting on one of their educational trips by motorcycle through the state.

A BASS FISHING MOTORCYCLE TRIP in the INDIANA BAD LANDS

by "PETE"



"WISH we could go fishing down at Pine Bluffs for a couple of days now," mused Pardner one afternoon last summer. "There's one old patriarch bass that hangs out around the big rock at the bottom of the riffle just below the spot where we camped three years ago—you remember that rock—and I'd like to try my new casting rod on him. I have a hunch that if I'd drop that new spinner I got last week just beyond that rock"——

"Well, why not try it?" I interrupted.

"Haven't time, I'm afraid," he answered. "We'd have to take a train to Guion—that's about the closest railroad station—and then we'd have to hire a horse and rig and drive ten miles over to the river. It's only about 65 miles away, but it would take practically all day to get there—with the poor train service on the jerkwater railroad that goes nearest to the spot, and slow horses, etc. Then we would have to lose another day to come back home, and as business stands now, I couldn't leave long enough to have more than a day or two to fish. Guess I'll have to wait until I can take a regular vacation."

Where the Motorcycle Came In

"But why go by train? What have you got a motorcycle for?" I queried. I had used a motorcycle for some time, but Pardner had only bought his Yale twin a little over a week before this. "The roads in that part of the sovereign state of Indiana might be lots better and there are some awful hills," I continued, "but they won't bother machines like ours. Come on, let's take a couple of days off and go fishing."

"By George, I hadn't thought of that," he exclaimed. "I'll go you. We'll start in the morning. I'm going to get my stuff together right now."

Pine Bluffs, I will explain, is a little spot about 65 miles southwest of Indianapolis, on a stream which used to be called Sugar Creek by the natives and has since been modernized into Rock River by outsiders. It's rather large for a creek and a trifle small for a river, so either name fits; but, regardless of names it is one dandy place for a city-weary man to get back to nature occasionally.

This particular little bit of country is a distinct variation from the average Indiana topography. The hills are big, steep and close together and apparently solid white rock with a thin layer of earth on top. The creek in many places flows through miniature canyons, the solid rock rising sheer and straight fifty to two hundred feet on either side.

And Sugar Creek itself is the haunt of the black bass, which was our reason for going there. Three years before, we had discovered the spot, going by train and horse and wagon and using up most of the day to get there. This trip was different.

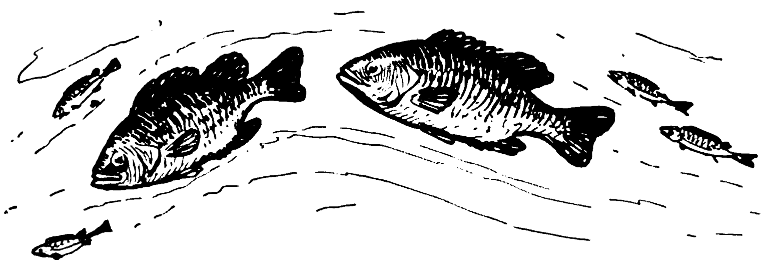
Preparing for the Trip

That afternoon we packed what we thought would be necessary for the trip and lashed it on the two machines—tent, fishing tackle, blankets, frying pan, tin cup, camera, and a Stevens target pistol. We could get flour, salt, matches, etc., at a little country crossroads store a few miles from where we expected to camp.

Just for the benefit of others who may try a trip of this sort, I want to give a tip on lashing on your outfit. Tie everything on "for keeps"—so that it is as solid as if it had grown there. Don't leave anything loose or so it can shake about in its moorings, for if you do it will work loose as sure as fate and you will have to stop every five minutes to tie it on again—if it doesn't drop off when you're not looking, so that it is lost altogether. A pack on a burro in mountain travel does not require more careful lashing to keep it in place. I had learned this lesson from previous experience, so everything was put on to stay.

The sky was just turning from a star-sprinkled black to a hardly lighter shade of gray when my alarm clock pealed its summons next morning. A light breakfast, with hot coffee as the most important item, a hasty checking of our mental list of necessities to make sure that we hadn't forgotten anything vital, and we were ready to move.

The two powerful motorcycles, their polished metal and shining grey enamel glinting softly in the growing light of the early morning, were rolled out, loaded with the equipment we had lashed on the night before. The motors started with a subdued, rythmic purr at the first kick of the pedals, Pardner nodded to signify that he was "all set," and I let in the clutch and glided smoothly off, leading the



way out of town. It was just a few minutes after 4 a. m. as we started and the sun would not be up for over a half hour.

The Charm of a Summer Morning

The average city man doesn't see an awful lot of sunrises—I don't, I know. We're too lazy to get up soon enough. And yet we go to the theatres, and pay our two-dollars-per for seats to see scenic productions that won't hold a candle to the spectacle that is free to all of the whole wide world that will wake up in time to look at it almost any day in the year.

With these wonders spread before us we were in no mood to hurry, though our destination was 65 miles away. We rolled along easily and comfortably, so that we could watch the beauties of the early summer morning unfold before us—for you can't burn up the road at 30 or 40 miles an hour and look at scenery. You have to attend strictly to business and keep your attention on the road, but rambling along at an average of 15 to 20 miles per, you can really see the country as you pass, so that you get the full benefit of the trip.

And the open country at sunrise of a summer morning is worth seeing. You roll over the crest of a big hill, the motor whispering contempt of the steep grade in answer to the opened throttle, and stretching away in front of you is a scene that makes you wish you were an artist good enough to fix it permanently on canvas—only you know that no human artist could ever be good enough to really duplicate the picture you see.

Laid out below you, the world seems just waking from slumber. A haze of changing tints of blue and gray and soft lavender halftones wrap the valleys between the distant hills and hovers over the stream winding through the meadows a half-mile away. Where the first rays of the new sun, filtered through the clouds on the horizon, pierce the mist it is shot through with all the gorgeous colors of the rainbow, so that it seems a loose remnant of the sunrise glory that covers the whole vault of the sky by this time.

On the Last Leg of the Trip

For two-thirds of the way we rode over good gravel pike and the miles were reeled behind us joyously and swiftly. As the hills became more frequent and longer, we knew that we were on the last leg of our pilgrimage, and when we asked directions from a young farmer who was crossing the road with a milk bucket in each hand he told us to "take the road to the right five miles further on, then turn to the left on the second gravel pike and take the left road when that road forked three miles after that"; so we knew the finish was coming soon.

That next turn was the last of good pike roads for us on that trip. The rest of it was the common dirt variety, narrow, rutty and rather cut up in many places, but we ambled merrily along and didn't worry, for our machines had been built for use on bad roads and rolled us along as smoothly as if we had been on Pullman cars. The better kinds of motorcycles now are being built with cushion front forks and shock absorbers under the saddle, to take up all the jolts and vibrations, so that road conditions really don't make so very much difference.

But after ambling along that little back road for six miles without coming to any respectable cross-road we began to suspect that we had taken the wrong turn and when we asked the driver of an anaemic-looking team that we met a little later, our misgivings were confirmed.

"Uh-huh," he drawled, spitting over the off side of the wagon in a meditative way, "You'd oughter gone on to the next road, 'bout a half mile fu'ther on. Don't know's there's any way you can get on the road to the Bluffs now without goin' round about seven miles outa your way. You could cut across the meadow yonder and go up over the hill and across to the dirt road about three-quarter mile straight across, but I don't reckon you could do that with them motorsickles."

A Short-Cut Through the Meadow

"Show us that short cut again—we're going fishing and don't feel like taking any roundabout ways of getting there," I answered. He pointed across a wide, unbroken meadow with a sharp hill rising at the farther side and showed us where we would find the dirt road after three-fourths of a mile of rough riding.

We turned through a gate into the big pasture, skimmed over the unbroken sod like a couple of jack-rabbits, gave the throttles a twist and shot up the hill at the far side so fast that the wind made the tall grass wave a half dozen feet on either side of us—it was a stiff hill, too, the grade averaging 50 per cent. or better, I would judge.

Through another gate, down a faint wagon track along the edge of a corn field a couple of hundred yards, past another pasture, then through a little grove of maples, and in a few moments we had passed through a last gate and were out on the right road again.

Viewed strictly as a road it wasn't much, but for beauty it was hard to beat. Narrow and rutty, and so crooked that you could never see 50 yards ahead, it wound down among the hills beneath the arches of the big trees in the woods that bordered it on both sides, and finally brought us out on the gravel road within a mile of the fork of which we were to take the left-hand division for the last stage of the journey.

Just beyond this fork we stopped a moment to quench our thirst by a refreshing drink from a big spring that purled out of the rocky ledges at the base of a hill and from which some public-spirited farmer had extended a pipe to a watering trough by the road side for the benefit of the thirsty horses that passed that way.

Within Sight of Sugar Creek

A few minutes later we shot over the crest of a big, round-topped hill, the road descending the long, steep slope on the other side in a wide curve—and our destination was in sight, for in the valley far below flowed Sugar Creek.

It was an imposing spectacle that our eyes rested upon as we halted on the hilltop. Below us the land sloped away abruptly down the long hillside that dropped to the water level, covered by a carpet of sod splashed here and there with vivid patches of color where clusters of wild flowers ran riot. Sugar Creek was a bright blue ribbon gliding between the rocky banks, with spurts of glistening white where it foamed over little shallow ripples or broke over big rocks just below the surface.

On the far side a huge cliff of solid rock rose straight up some 200 feet, its rugged front gleaming white in the rays of the early morning sun. A little fringe of trees had sprung up at the base of this towering rock wall and Pardner pointed across the valley and said:

"There's one grand little spring of fine clear water gurgling out of a crevice in the rock among that clump of trees over there, and we couldn't find a better spot to camp if we looked a month. We can cross the stream at the old covered bridge a half mile farther up, and then we'll ride down the cowpath through the woods and pick our way among the open spots to that spring."

That half mile from the old wooden bridge down to the spring was another sample of rough riding. Part of the way we rolled along a narrow path through a thicket with the bushes high above our heads on both sides. Then the way led us down along the strip of white rocky gravel at the water's edge, over the old bed of the stream, stripped bare by the spring floods.

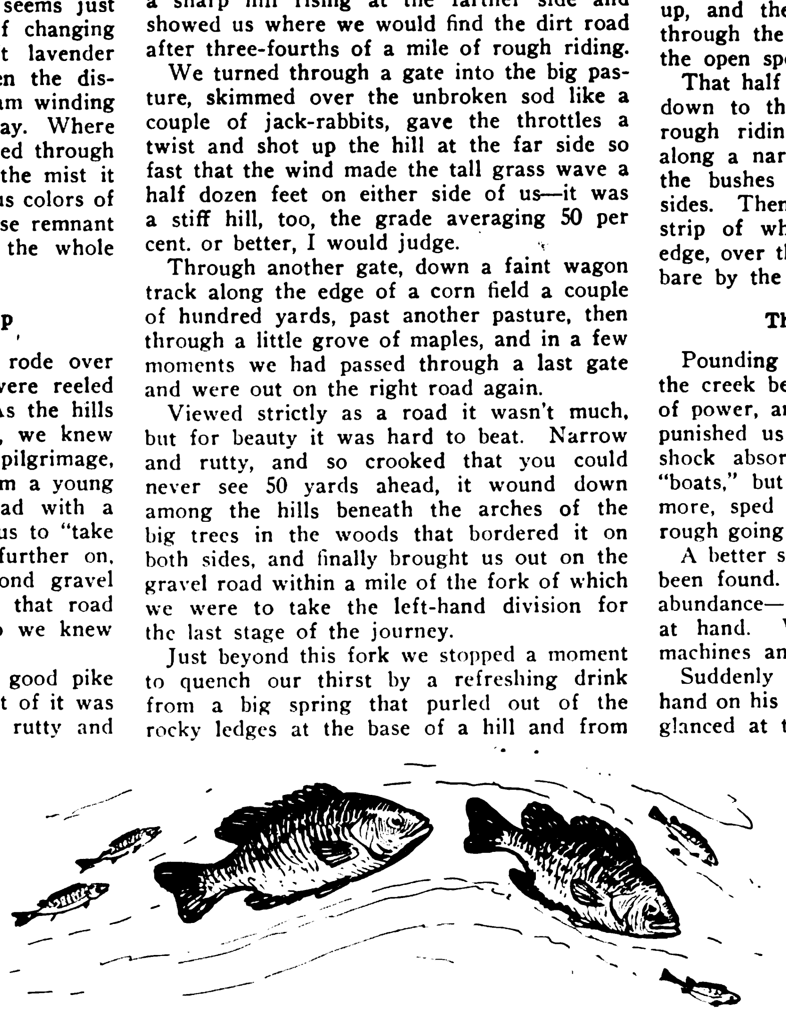
The Joy of Pitching Camp

Pounding along over the loose stones of the creek bed called for a surprising amount of power, and the jolts and jars would have punished us fearfully if it were not for the shock absorbers and cushion forks on our "boats," but we opened the throttles a trifle more, sped merrily over this last stretch of rough going and shot up the path.

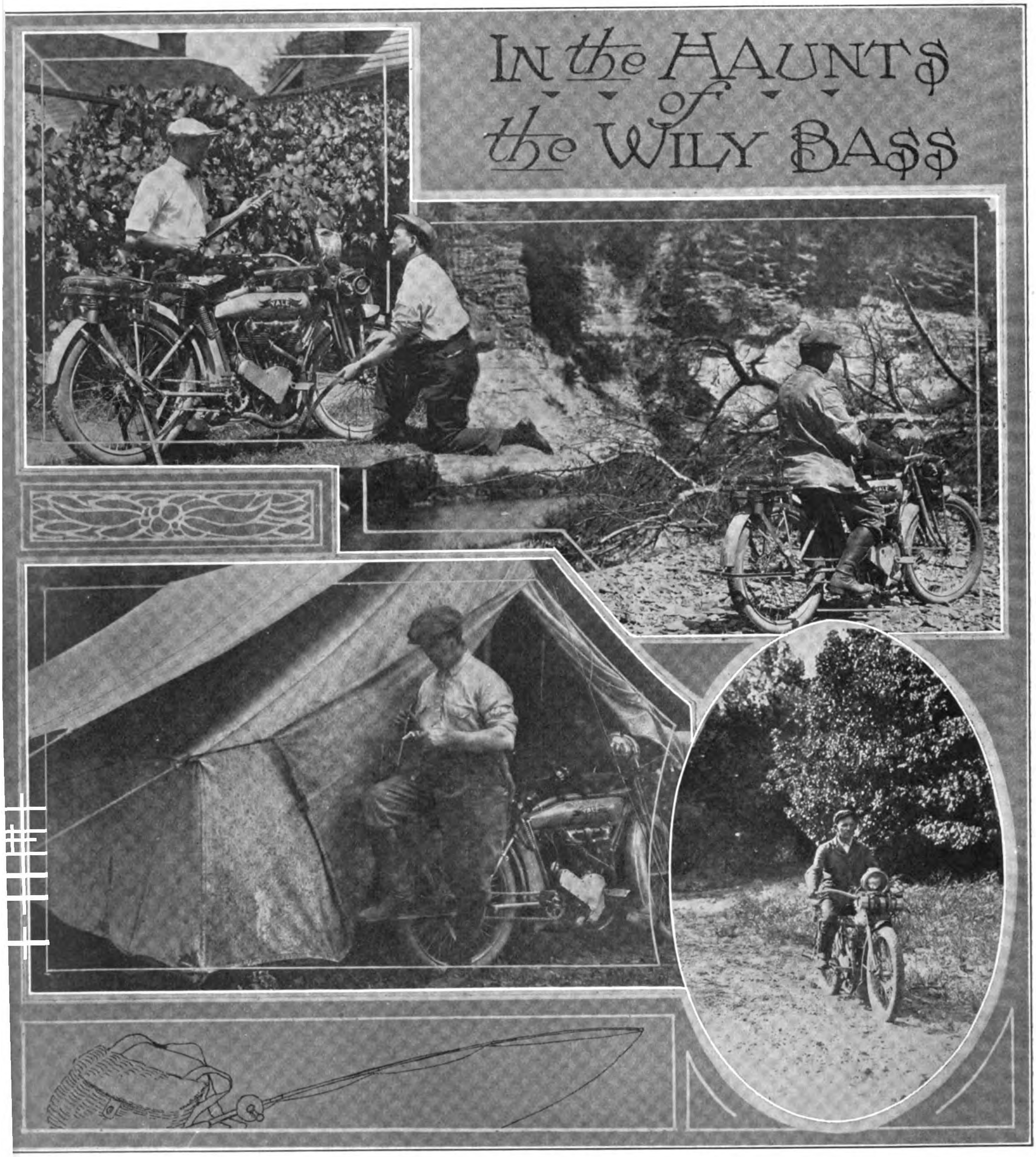
A better spot for a camp could hardly have been found. Wood and water were there in abundance—all the needed elements were right at hand. We unlashed the packs on the machines and "got busy" making camp.

Suddenly Pardner straightened up with his hand on his watch. He looked at it a moment, glanced at the position of the sun, heaved a deep sigh of satisfaction and said:

"Say, Pete, this motorcycle camping idea works great, doesn't it? We left home at four o'clock this morning. It's only a quarter to eight now, so we've averaged about 18 miles an hour, counting off the road, slow-downs for the delays for asking questions, getting turns, and everything.



IN the HAUNTS of the WILY BASS



"Why, man," he continued, as a new angle f it struck him, "if we had taken a train and hen hired a horse for the last stretch, or had riven all the way, it would have taken us ll day to get here, and we wouldn't have had early as much fun on the way, either. This great. I'll still have time to make a try r that old-man bass today after we get our mp straightened up."

And he did.

Tuning Up for the Bass

That afternoon, the rods were fitted up leaders soaked, and earnest thought given to the problem of what lure to use to coax the wily bass forth from his lair. Pardner lingered uncertainly over the question of using his new pet spinner or the old one that had proved its virtue by landing the big ones the year before, while I fingered through the whole book and picked out a gray hackle to start the campaign, planning to change to a bigger, lighter-colored fly as dusk grew.

Pardner and I always followed different systems. We agree pretty well on most things of minor importance such as the tariff question and fortification of the Panama Canal and this country's Philippine policy, but in this vital matter our methods differ. He holds out for bait casting while I pin my faith to the flyrod.

I must admit that bait casting as he practices it is a fine art—and one that seldom fails to bring him back with a heavy catch—and the way he gently drops the twisting, glittering lure in the water at the end of the long cast and brings it back in little zigzag sorties, seems to have a fascination that the "big ones" find it hard to resist.

Personally, I am not much good at it. Maybe flycasting has lost the knack of handling the bait rod for me, but I'm generally so busy thumbing the reel to keep the line from backlashing into a tangled snarl that will take a half hour—and a shattered temper—to straighten out, that my minnow is sent tearing off into space any old way and slams down into the water with a splash that makes every fish in the neighborhood hunt its cyclone cellar.

But Pardner, as I said before, is an artist with the casting rod and doesn't do it that way.

Landing the Big Fellow

About four o'clock that afternoon we fared forth, in different directions. Pardner had in mind a particular pool about a mile downstream, just below a big ripple, where the water curled round a big rock in midstream, so he mounted his machine, rode down the bank, along the gravelly bed of the stream a couple of hundred yards and then turned onto a dim path along the bank leading down that way, and disappeared among the lengthening shadows between the big trees.

My conquest would be above camp, I had decided, so I too mounted my trusty steed and rode back along a path through the woods, taking a short cut across a wide bend that Sugar Creek described a quarter-mile above us, and leaving the machine near the spot where I expected to stop the afternoon's fishing.

Remember the time you landed your big one?

Then you have some idea of the thrills it brought me.

It happened just after sundown. I had hooked a couple of fair-sized beauties, weighing a little over a pound each, with enough uncertainty in the fight with each to give the sport zest.

When I came to that stretch where the water rolled smooth and calm above the big rocks scattered over the bed of the stream, with patches of rushes on both sides and a high rock bank casting deep shadows in the ripples on one side, I felt in my bones that the moment had come.

Of course, it looked like a good place for a husky, swashbuckling big bass to make his headquarters—but anyway, I just had a "hunch."

Very lightly and carefully I dropped the Silver Doctor at the edge of a bed of rushes near the left bank and—bing! With a growl (anyway, I think he must have growled) the old he-bass of the neighborhood grabbed it, and the fight was on!

The Triumphant Return to Camp

He tore off down stream as if headed for the Gulf and the wide Atlantic on a hurry call and I had my hands full stopping him, the light flyrod bending nearly double as the reel screamed. Then off across the stream he plunged, toward the pile of sharp-cornered stones, fallen from the cliff above, that were scattered over the bottom of the stream near the right bank—and which would finish the fight if he could once rake the leader along those sharp edges.

Up in the air he soared, fighting with every ounce of desperate energy, shaking his jaws angrily to dislodge the hook, to fall threshing back into the water with a prodigous splash and a shower of spray. It was a hard fight and long one, which kept me keyed up and right on edge from the start until the last moment when he was drawn toward me, sliding forward on one side, still protesting gamely but "all in," and my fingers gripped back of the gills.

With my big headlight showing a path through the darkness between the trees I rode back to camp, and ten minutes later Pardner returned from his excursion downstream.

"Believe me, I have *some* fish," he greeted me as he dismounted. "It's the great grand-daddy of all the black bass tha"—just then he sighted my big one. His face went blank a moment, and he finished—"and you seem to have the great grand-daddy's big brother."

He had a big one, all right, but mine proved about two inches longer and scaled a half-pound heavier. Both were "some" fish, as he had said, and their mounted heads adorn our respective dens now.

The fish supper that followed was of the sort that makes the memory linger. You probably know how it is—an appetite built by a day in the open and sharpened by the savory odors from the frying pan, and prime black bass done to just the exquisite shade that an artist in camp-fire cookery knows how to give it—and Pardner was such an artist.

Three Memorable Days

After our appetites were finally quieted we lounged by the camp fire filled with a vast sense of contentment—in addition to a wonderful square meal. We exchanged yarns and recalled little incidents of other trips into this little surviving remnant of wildnerness, in years before when we had driven a horse and wagon all day to make the same trip that we had covered that morning in three and one-half hours.

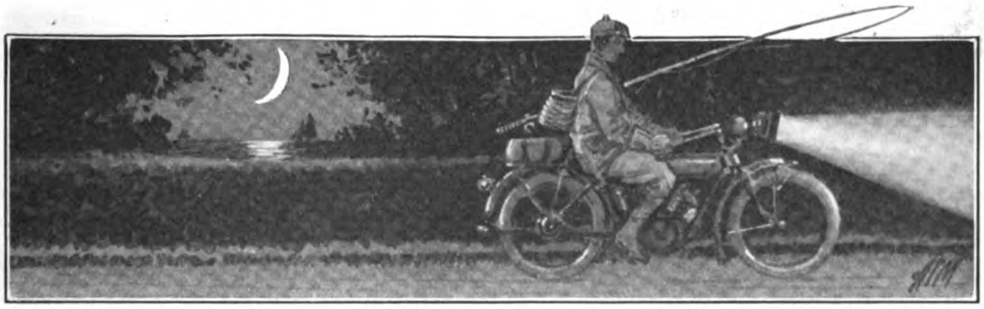
And pretty soon we rolled in our blankets and slept the sleep of the just—and of the great outdoors—until morning.

I awoke an hour after sunrise to find Pardner sitting outside the tent door cleaning the target pistol—and a squirrel that had fallen by the 22 was lying at his feet. He had arisen a little before me, and had taken a quiet stroll up a ravine back of camp, and had brought down the squirrel with the Stevens. Game for breakfast.

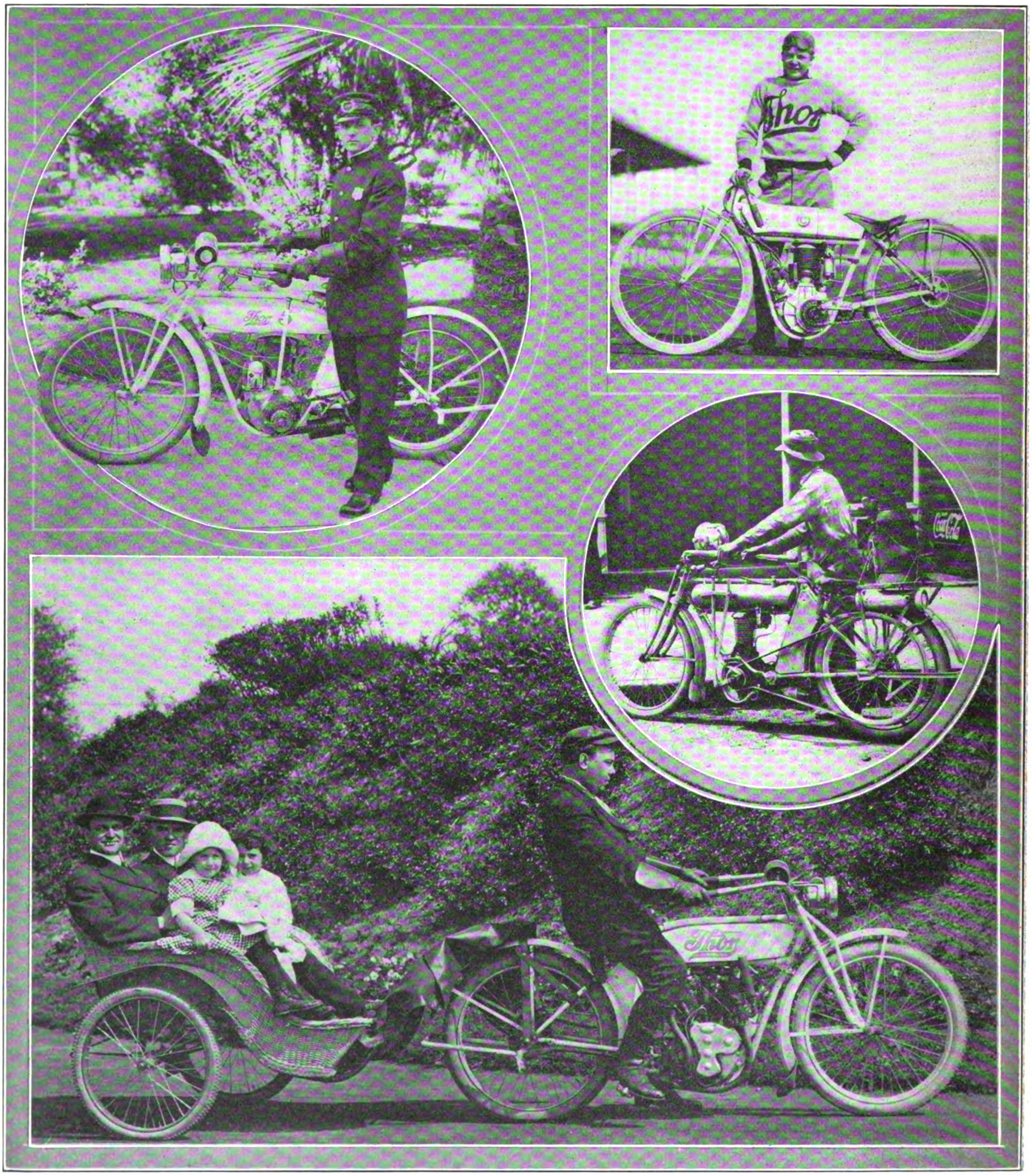
We spent three more days there, each a jewel in itself. Then Pardner's business simply "had to have him" again, so on the last afternoon we packed our outfits on our spirited gray steeds of steel again and hit the trail for the city and home.

We didn't start until nearly five o'clock, so that we reached home two hours after dark, but the big headlights on our Yales flung a path of brilliance far ahead and we sped onward almost as swiftly as by day.

Before nine o'clock we had reached home and Pardner had made a business appointment for next morning by telephone. By the way, the deal he closed next morning was an unusually big one, and he says that the unlimited "pep" and energy, that was given him by those four days in the woods, deserves most of the credit for it.



VARIED USES OF THE MOTORCYCLE—SERIES 3



A GLANCE at the above photographs will show that their fields of service are widely separated. In the upper left-hand picture appears a park policeman; at the right is Harold Cole and his Thor racer; the center photo shows how a tinsmith has adapted the motorcycle to his requirements, and the large photo at the bottom tells its own story of comfort and motor efficiency.

A SURVEY OF THE SOUTHERN FIELD

Suggestions for Both Manufacturers and Dealers, Based Upon First-hand Study of Trade and Geographical Conditions in the South

By Felix Lewin

(Mr. Lewin has just completed an extensive tour of the South in the interest of the Henderson Motorcycle Company)

UNTIL a comparatively recent date the southern states, it seems, were more or less neglected by the motorcycle manufacturers as a body, but they have evidentally come at last to a realization of the fact that a land where almost perennial sunshine is enjoyed should be a fertile sales field for the two-wheeled motor vehicle, and there is now a concerted effort to develop this territory. This is evidenced in part by the factory branches that have recently been established there.

Several conditions hamper the motorcycle in the South which we in the North do not have to contend with, some of which require merely careful handling through sales campaigns and educational advertising for their removal.

Prejudice Must Be Removed

Looking upon the South as a unit, the motorcycle is regarded there as a novelty—a plaything for the scatter-brained youth, and not as a commodity—a safe and pleasant means of conveyance for pleasure, health and business. It will be readily understood that this unfounded prejudice keeps a very desirable class of patrons out of the game—the businessman, the salesman, the feminine element, the clerk—all of whom base their opinion of the machine upon the recollection of a noisy, apparently infernal contraption racing down the street, mounted by a tatterdemalion demon, to the danger and disgust of all within reach. This is the argument that is invariably brought up when one attempts to interest the unsophisticated person, and the writer was particularly impressed by the interest that was displayed in the machine he was using, due to its silence and smoothness of running as compared to the type of machine that one usually sees in that section of the country.

It appears that the majority of the old models find their way down here, and until these have outlived their usefulness and are replaced by the more up-to-date, silent and clean machines, this condition is bound to exist. The campaign of the trade papers for cleanliness and silence is doubtless having its effect also, and the writer was impressed by the fact that a great many people spoke to him unsolicited, remarking that they might be induced to join our ranks, in view of the objections that had evidently been removed by seeing my machine operate.

Road conditions also have a more or less direct bearing on motorcycle sales, and the southern states are sadly deficient in this respect. Sand, ranging in depth from one to sixteen inches, and mud of more or less uncertain consistency are hardly conducive to the advancement of the sport. While the larger cities have their main arteries of traffic fairly well surfaced, the tourist is often compelled to combat heart and machine-breaking conditions. It is self-evident that sales will increase in direct proportion to road improvement, and this is a matter that promises early correction, for it is worthy of note that movements are now on foot whereby new bond issues will be used for road building purposes.

Roads that would be considered almost unrideable by the Yankee rider are lightly treated by our Southern brother, and the skill with which even the little "one-lungers" are piloted over apparently insurmountable obstacles is little short of marvelous. Two-speed gears and powerful, smooth-running motors are required for the most successful negotiation of these conditions, and the manufacturer should feature these types in catering to Southern business.

I cannot help but remark that a course in scientific salesmanship would be a valuable asset to some dealers I have come in contact with. It is not my intention to cast any aspersions upon the business-getting methods of the Southern dealers as a body, but a series of hints regularly mailed would be a valuable asset if properly utilized. Salesmanship is an art, a science, not necessarily born in one, and easily acquired. The retail vending of motorcycles in particular requires a peculiar procedure all its own. They cannot be successfully sold as one would sell a suit of clothes, or, in fact, any other article. The prospective purchaser must be subjected to a systematic follow-up, in the course of which he must be brought to a realization of the fact that he is not spending, but, actually saving money, health and time in becoming one of the clan. I cannot feel that the Southern dealer entirely realizes this, and, in educating him, the public is educated through him.

A Big Field of the Future

It stands to reason, naturally, that except in the larger cities, this section of the country is sparsely settled, and, in proportion to area, the same volume of business cannot be expected as in the North. The motorcycle, however, is a valuable asset to the farmer and his crew, particularly in a country where transportation facilities are not equal to our own, and the farm element is deserving of a goodly portion of the time of the dealer and manufacturer.

Weather conditions, through their direct bearing upon crops, which are the main source of income of the South, will undoubtedly have a strong effect upon business from this section of the country, but the main issue is to demonstrate and prove that the motorcycle is not a luxury, but a necessity and an economy.

A careful analysis of the entire situation leads the writer to believe that the South will eventually be one of our most fertile sales fields. This condition will not be reached in a day, or a month, or a year, but if the men behind the guns will conscientiously and carefully devote a certain part of their time and interest to this very much neglected section, the results secured will eventually more than justify the trouble and expense involved.

SUMMING UP THE DEALER'S CREED

The "Ten Commandments" of Motorcycle Salesmanship are not Difficult to Observe Provided the Dealer Begins Operations in the Proper Spirit

By Merle Sidener

Manager, National Motorcycle Dealers' Information Bureau

SO far as my experience goes, the best, the most complete and the briefest message to motorcycle dealers on buying and selling was contained in the statement made in one of our dealers' Bulletins issued June 14 of last year. A motorcycle dealer who has made a tremendous success of his business and who has established himself as a real merchant in his community, was asked to name the ten causes which had contributed chiefly to his success.

He did so—promptly and gladly—and the ten reasons which he gave were set out in our bulletin under the caption "Ten Commandments for Dealers." Those who read these "Ten Commandments" can do so again now with profit. And those who did not, should not miss them. For these reasons, and because I could not improve upon them if I tried, I am glad to set them out again here:

The Ten Dealer's Commandments

No. 1. Be a motorcycle enthusiast. Believe in motorcycles with all your heart and soul. Talk motorcycles in the store and out.

No. 2. Be a rider. Practice what you preach.

No. 3. Render service to your customers. Don't take a fellow's money and then quit him cold. Help him enjoy his machine. Help him get the most out of it. Help him understand it.

No. 4. Boost. Don't knock. Talk about your own machine and let the other dealers do their own talking.

No. 5. Advertise. Don't be afraid to spend some of the money you have made. It goes without saying that every dealer should read a good motorcycle journal.

No. 6. Hustle for business the year round. Don't think motorcycle selling ends with the spring rush. There's business all the year.

No. 7. Have an ample stock of machines. Don't hesitate to order all you can handle. The more machines you have the more you will sell.

No. 8. Be sure to have a stock of all practical motorcycle accessories. Motorcycle riders want more than gasoline and oil, and they are ready to pay for what they get.

No. 9. Make motorcycles your main line—not a side line.

No. 10. Hustle. Don't wait for business to come to you. Go after it.

Put Them Into Practice

Here they are! Every motorcycle dealer is welcome to take them and set them to work in his own behalf. They won't mean anything to you or to anyone else as long as they are merely words. But if you will put them into action, there is no reason why they should not do for you what they did for the dealer who gives them to you.

They are brief and to the point. They tell the whole story. How can a man sell motorcycles unless he believes in motorcycles with all of his heart and soul? How can he sell motorcycles unless he is a motorcycle enthusiast? How can he sell them unless he talks motorcycles in the store and out?

It can't be done.

How can a dealer expect to sell motorcycles unless he himself rides a motorcycle? How can he sell motorcycles unless he practices what he preaches?

It can't be done.

How can a dealer build up a big business unless he renders service to his customers? How can he succeed unless he helps each buyer to understand his motorcycle—helps him to get the most out of it—how can he build a business if his interest in the buyer ends when he has collected his money for the purchase?

It can't be done.

Don't Waste Time in Knocking

How can a dealer succeed unless he boosts the motorcycle business in general? How can he find time to talk about his own machine if he is busy knocking his competitors'?

It can't be done.

How can the motorcycle dealer succeed unless he advertises? How can he make his business bigger if he is afraid to invest some of his proceeds in advertising to get more business?

It can't be done.

How can a dealer build up a big business unless he hustles for business the year round? How can he succeed if he tries to sell only during the Spring and Summer seasons?

It can't be done.

How can he build a big business unless he has an ample stock of machines? How can he take advantage of every chance for quick sales unless he has machines on hand—unless he orders all he can handle?

It can't be done.

How can a motorcycle dealer hold motorcyclists as his customers unless he carries in stock all of the practical motorcycle accessories that they demand from day to day?

It can't be done.

A Comprehensive Creed

How can a motorcycle dealer expect to succeed unless he makes motorcycles his main line—not a side line?

It can't be done.

How can a motorcycle dealer expect to become a real merchant and build a big business if he just stays in his store and waits for business to come to him? How can he "get there" unless he goes after business?

It can't be done.

And there you are again. It seems to me that every point is covered. Summed up, a motorcycle dealer must believe in motorcycles, he must be a rider, he must render service, he must boost, he must advertise, he must hustle all of the time, he must have an ample stock of machines, he must have a good stock of accessories, he must make motor cycles his main line, and he must go after business instead of waiting for it to come to him.

In the bulletin which contained these "Ten Commandments," the name of the dealer who made the suggestions was not given. But at this time, with his consent, I am glad to give him credit and say that it was G. H. Westing, of Indianapolis, who gave this bureau the information from which the "Ten Commandments" were built.

The Helpful Spirit of Co-Operation

On second thought there is one important point which has not been covered—a point which is nevertheless a part of this successful dealer's creed—and one which he believes in and practices. This was demonstrated by his readiness to furnish information which might help other dealers. He was ready to *co-operate*.

Co-operation among motorcycle dealers is essential, if each is to get the best and biggest results in dollars and cents. Here was a dealer who was ready and willing to make suggestions out of his own experience that might be helpful to other dealers—that might help them to do some of the things he has done.

Motorcycle dealers have a common end in view—the building up of public confidence and understanding in motorcycles. They can achieve this better through united effort than singly. The elimination of small jealousies and the concentration of effort among dealers would go far toward success in buying and selling.

John E. Hogg, Traveling Salesman for the Hendee Mfg. Co., Forwards the Above Photo from Logansport, Ind., and Calls Attention to the Interest Manifested in the Sidecar Outfit by the Girls.The Group Was Not Posed for the Picture.

THE BICYCLE DEALER'S POLICY

Chief Requirement of the Trade Today is a Firm Stand Against Fads in Construction to the End of Insuring the Sport's Permanency

By William P. Farrell
Of J. W. Grady & Co., Worcester, Mass.

IF the bicycle dealer wants to keep the cash coming in he must do business at all times with an eye to the future. No one can do as much as the dealer to place the bicycle business on a permanent basis, and if the bicycle dealer also carries a line of motorcycles he should remember that every bicycle sold may lead eventually to the sale of a motorcycle. In order to build for the future the bicycle dealer must begin by selling his customer a bicycle that is properly made. This he can do. Rarely does a customer select the bicycle he purchases. The dealer is the one who usually makes the selection. As in almost every line of business—if the house is one of known reputation—the buyer places himself in the hands of the dealer. This puts the situation up to the latter. It is in his power to send a buyer away satisfied with his bargain, or to make a disgruntled rider who will never know what a bicycle really is.

If the dealer sells a bicycle properly equipped he makes a satisfied customer—the best asset that any business can have, and the only asset that insures permanency. The customer becomes a booster for the bicycle three hundred and sixty-five days in the year. His enthusiasm and recommendations sell machines for the dealer of which the latter may never have direct knowledge. If, on the other hand, the dealer sells a bicycle which is not built right the buyer soon comes to believe that bicycle riding is laborious and unpleasant. He soon quits and insists that there is nothing but hard work in pushing a bicycle. Thus the dealer has made a knocker where he might just as easily have produced a booster.

The Tendency Towards Fads

The only handicap in the bicycle business today is the tendency towards fads in equipment. The latest and most ridiculous fad in bicycle construction is the machine which carries about ten pounds of unnecessary weight and is equipped to imitate a motorcycle. The worst feature of this type is found in the handlebars, which instead of bending forward to their proper place a few inches in front of the head are carried back halfway over the center of the machine. This forces the saddle back over the rear wheel and places the rider in a very awkward position. About fifty per cent of his strength is wasted. In order to get the full pedaling power the rider should be seated well over the hanger. A good rule for getting the right saddle position is to have the nose of the saddle centered over the hanger. It is impossible to do this and have the bicycle resemble a motorcycle. We understand of course that the motorcycle has a big and ever-growing field, but while we are selling a bicycle let us *sell a bicycle.*

Another bad feature of present construction is the tendency towards high gears. Sprockets should be specified by the dealer and regulated by the manufacturer so that they average between seventy and eighty-one, and eighty-four should be the limit.

Catering for the Rising Generation

The bicycle business of the future depends largely upon the rising generation. Every boy at some time in his early life will want a bicycle. As he has no knowledge of the mechanical construction and he will naturally be attracted by a flashy exterior and want to load his machine with all sorts of unnecessary equipment. He may also lean towards big gears and heavy tires. Naturally his machine will run hard and as soon as the novelty wears off he will become tired of his mount and seek another form of amusement. The dealer is the only one who can overcome this handicap. He can make known to his customers the difference between a bicycle properly built and equipped and one that is made to satisfy some fanciful idea.

The bicycle which will bring disaster to the industry is the one in which quality has been sacrificed in order to pay for unnecessary exterior decoration, such as double bars on all sorts of truss frames, which increase the cost of material and labor. This policy works to the disadvantage of the bicycle in many ways. It increases the weight, the expense of upkeep and repair and compels the cheapening of construction in essential parts—which is a serious danger to the bicycle industry.

The essentials of a bicycle, as the dealer knows if he gives proper thought to the matter, are the hanger, chain, hubs and tires. It makes little difference how the rest of the machine is made up, so long as it is neat and of the proper gauge of tubing and carefully brazed. The rider experiences nothing but pleasure on such a bicycle. This is the kind of machine the dealer must keep on the market if he is to preserve his business.

The Dealer's Weighty Influence

There is now practically a standard price that a dealer may obtain for a bicycle. He can furnish his customer with a bicycle at that price, a bicycle that will give permanent satisfaction, or he can permit the buyer to invest in a machine which has been made up to cater to a lot of fads. Too much stress cannot be placed upon the importance of steering clear of the latter policy. This is the situation which confronts the dealer every minute of his business day. He should combat every change in construction which detrimentally affects the easy running of the machine. He should be alert to make the bicycle a vehicle of pleasurable riding and not one of unpleasant effort. There are many little things done thoughtlessly which have a detrimental effect upon the trade and it is up to the dealer to use his influence against any change or innovation which he believes will even remotely hamper the business of the future.

All the leading bicycle manufacturers are today making high-grade machines, which are constructed as nearly right as it is possible to make them. The trouble is not with the manufacturer. He does not have an opportunity to meet the customer face to face and influence him when he purchases. Unfortunately he is compelled by keen competition to make up anything that his dealers and competitors force upon the market—although it may not be in line with his own views of the field. To sum up, it is within the power of the dealer to prevent the trade from running off to false ideals and to keep it on a safe and sane basis, which means that he must aim at all times to sell a simply and sturdily constructed bicycle which is easy to propel and therefore a pleasure to ride. This policy will surely pay well in the long run.

MOTORCYCLE IS A VALUABLE ASSET

It Brings Higher Proportionate Returns Than Any Other Sporting Goods Offering and Does Not Conflict With the Dealer's Other Lines

By C. L. Elyea
President, Elyea-Austell Co., Atlanta

IT must be admitted that the motorcycle is directly in the sporting goods line. If any one doubts this statement, let him straddle a motorcycle and see if there is not more sport derived from its use than can be found in almost any other form of outdoor pastime. The riding of a motorcycle is exhilarating and the feeling of unlimited speed for the average road is extremely fascinating. There is no reason why motorcycles should not be sold along with tennis, baseball, golf, fishing goods and numerous other sporting articles.

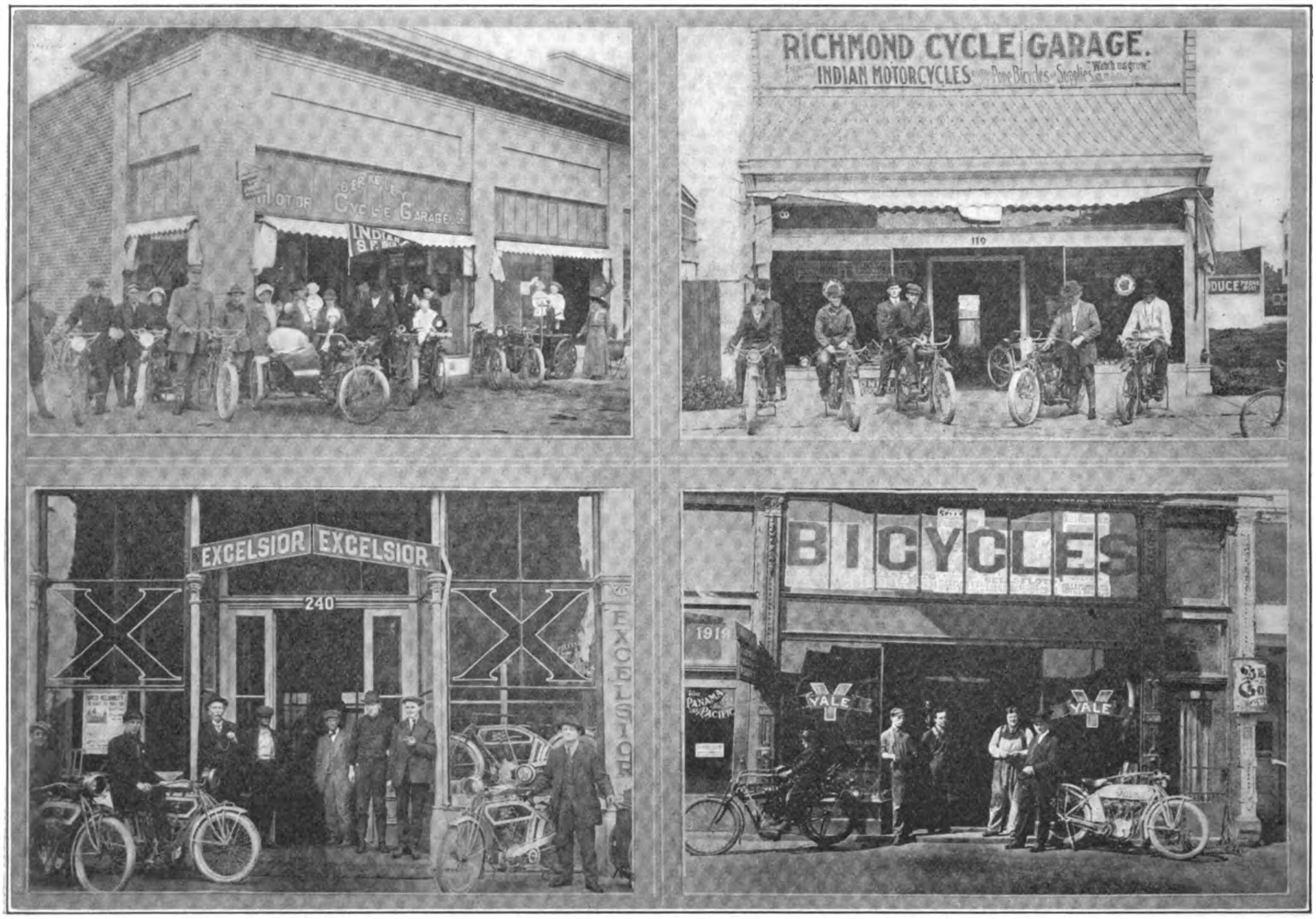
Those who visit sporting goods stores are usually able to purchase goods that will add to their pleasure, and are open to consider the purchase of motorcycles. Dealers who overlook this important point are not properly considering their interests or the interests of their customers. It should be remembered that the sale of one motorcycle gives more profit than could possibly be derived from the sale of fish hooks for a whole season; and consider the number of sales necessary to make any volume in fish-hooks—yet all sporting goods dealers handle fish-hooks. It is not my purpose to compare the sale of the motorcycle with any line which is dependent upon other lines for percentage of profit or volume, but the profit derived from the sale of the motorcycle will compare favorably with any line that is handled by the sporting goods dealer.

It is my understanding that guns, cartridges and golf and tennis balls show a small margin of profit, and that the cheaper line of baseballs, mits, bats, and like goods are also sold at a small profit. The average profit derived by the dealer on the sale of a motorcycle is about $45. He either makes the sale for all cash or requires at least $100 cash and $20 to $25 per month on the balance and retains the title to the machine until it is paid for in full. Consequently there are no credit losses necessary in selling the motorcycle on time. In making time sales, the dealer has only about $80 invested in the machine after getting the initial cash payment, and he receives for this investment a profit of 56 per cent. without adding any interest, all of which he collects within six months. Considering that the instalments are paid monthly, the dealer gives an average time of about three months. Of course, cash sales show the same amount of profit.

The motorcycle of today is not the troublesome vehicle of several years ago. It is just as reliable as the highest grade of motor cars and does not require constant attention to keep it in running order. If kept properly oiled, the service is practically perfect and there need be no fear on the part of the prospective dealer in this respect.

The motorcycle should be sold by all sporting goods stores and after giving it a fair representation I do not believe that any sporting goods house would discontinue their sale for any reasonable consideration.

A Quartet of Progressive Motorcvcle Dealers



IN the first of the four pictures of the accompanying layout is seen the headquarters of the Berkeley Motorcycle Garage, 2032 San Pablo avenue, Berkeley, Cal. A. Berthelsen and Geb Thompson, are the proprietors, and they represent the Thor and Indian. One of the motorcycle squad of the Berkeley police is also seen in the picture, and attention is called to the fact that the company has furnished all the machines used in the department. The Richmond Cycle Garage, shown at the right, is a branch of the Berkeley establishment. F. Mortoza is in charge of this store. The right hand picture at bottom shows the store of W. P. Williams, who conducts an Excelsior agency at 240 Twelfth street, Oakland, Cal. Williams, who is seen at the right, has been in the motorcycle business since 1907. The Oakland Yale agency is conducted by James Aune, at 1921 San Pablo avenue, and is shown in the last picture, with Mr. Aune to the right in the

DIPPLE'S SECOND ORDER

Harry Dipple, Harley-Davidson dealer at Indianapolis, Ind., has just received his second order of the season from the Indianapolis Light & Heat Company. The company is now using eight Harley-Davidsons.

BIG CONTINENTAL BUSINESS

Although a recent report of the Continental Rubber Works, of Erie, Pa., is to the effect that it is doing an unusually good business with its entire line, particular attention is called to the exceptional activity in the bicycle line. So many and so large have been the orders received by the Continental company of late that it has kept forces at work night and day for several months. The company has been carrying on an extensive selling and advertising campaign, using large space in the *Saturday Evening Post* and other big weekly and monthly periodicals.

SYSTEMATIZING FOR THE DEALER

An Unusually Complete Outline of the Plan by Which a Busy Firm Extended Its Sporting Goods Business to Include the Motorcycle

By The Sutcliffe Co., Louisville, Ky.

THE business of an ordinary sporting goods store being limited to the size of the town and the amount of interest that may be awakened in athletics, the dealer usually is eager to add some line which will not conflict and will help the established business. Many have found that the motorcycle fills this very need. The class of trade that visit a sporting goods store are 90 per cent. interested in motorcycles. Many may not have the money and a few are not inclined to ride, but most of them are under middle age and inclined to be interested in any form of sport. In spite of all the commercial advantages found in motors, the business is primarily a sporting one.

From personal observation, I believe that motorcycles pull more trade than any line that could be added. This is accounted for by two reasons: First, a more intimate acquaintance is acquired after a customer purchases a machine than is possible before; second, there seems to be a spirit of brotherhood which exists between motorcyclists which causes them to boost their dealer. There is an individuality in an agency which is a valuable asset as an advertising medium. It is possible to feel out the proposition without involving any great amount of capital, and while the profit in sundries is no greater than in sporting goods, the sales are much larger. The sporting goods store is the logical place for motorcycles, if they are to be sold in connection with other goods.

Methods of Systematizing

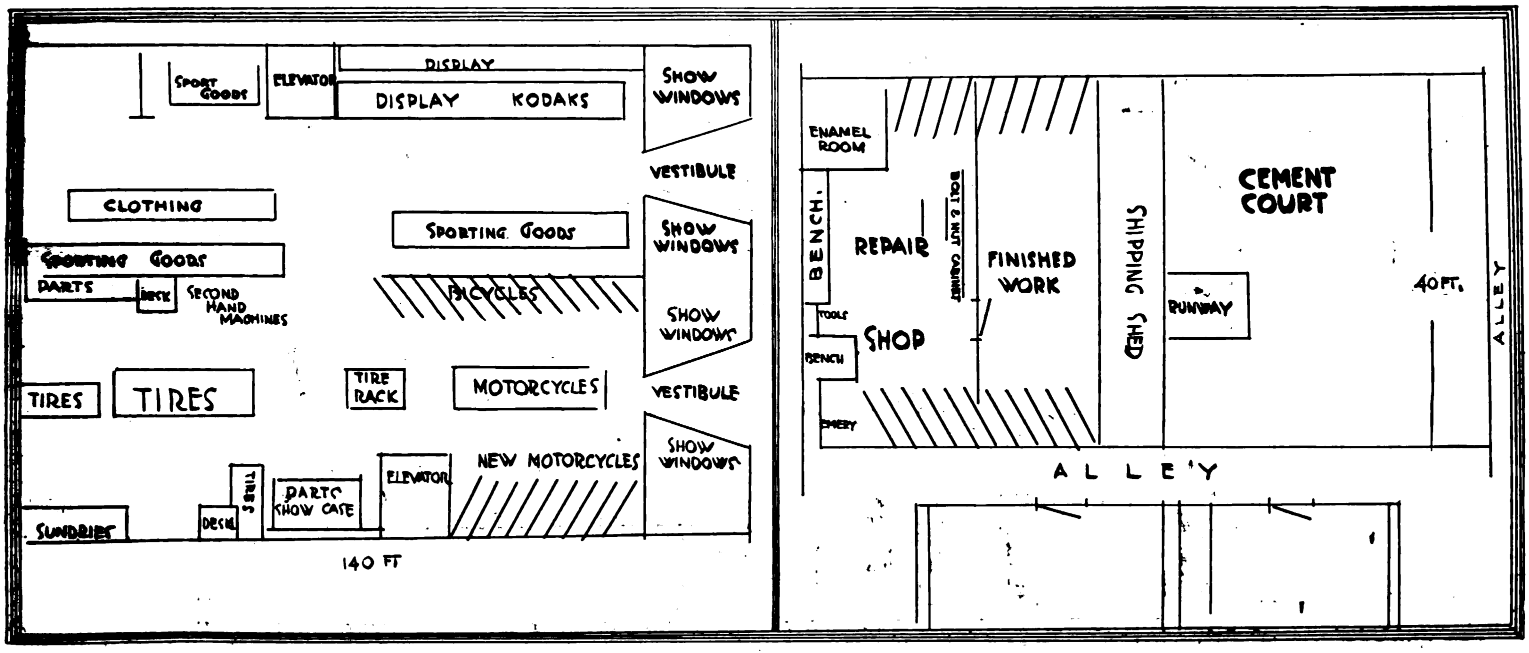
The success in an agency might be attributed to two things: The amount of energy and method put into the selling, and the service that is given to riders. Each dealer has his own peculiar method of making sales, but the service to riders must be regulated almost along the lines of what the customers expect. It is absolutely necessary to have a repair shop, a stock of parts, and workmen to make repairs promptly. It is easy to arrange a small shop in the rear of most stores—or if there is an elevator, or an upper floor—and later to make improved arrangements as the business grows. The chief objection offered to this plan to the new dealers is the noise, but by a little consideration on the part of the repairmen this can be eliminated, and will in no way annoy the sales force or customers.

Our store is located in the heart of the retail district, and as it was not usually convenient to have machines enter by the front door, at first we arranged an alley entrance and did repair work on the third floor. This answered the purpose for a year and then we were compelled to get a place more accessible. We then secured a large store just across the alley and fitted it up as a shop. The cost of a well-equipped shop is small. The only machinery we use is a lathe, a buffing wheel and an emery wheel. A drill press would answer all our ordinary purposes almost as well as the lathe. It is not necessary to have a complete machine shop. We send no work to the factory but do every kind of work in our shop. Experience taught us that customers should be kept out of the shop part, so we divided the workroom from the front part of the shop with an iron fence.

The Checking System in the Shop

I know that a shop managed right can be run at a good profit, but without some positive checking system or extremely close attention from the owner it will show a loss. In connection with other business a rigid system must be devised to show whether the shop is making money. We copied plans which were used by other stores, but all seemed lacking for our purpose. The one we now use is entirely satisfactory. It was necessary that our system should show how long work had been in the shop, and, if delayed, for what reason; the amount of work that was finished each day; how each workman's time was spent; the material used; new parts used. It should prevent work being done and not being charged, and make it easier to keep the parts stock complete. In our parts cabinet there is a part register book in which each part taken is entered with the number of the machine it is to be used on.

We use a claim check book with one edge of the pages perforated so that the claim check may be detached and given to the customer. The pages of the book are numbered, the stub remaining on the book and the claim check having the same number. The claim check has the date, the article, the time work is promised and the conditions under which we accept the work. The stub remaining in the book has the name and address of the customer, name of article and clerk who accepted work. A repair tag is put on the machine on which the number that appeared on the claim check is written by the clerk accepting the work. On this ticket is the name and address of the customer, the article, repairs made, material used, by whom repaired, time stated, time completed, and total charges. Each evening these tickets are collected and checked against the stubs in the claim check book and against the parts registered in the register book. Each ticket must have a charge number or a cash sale ticket number, or marked replacement or gratis. If these do not appear on the ticket an investigation is made at once. By this system we can tell



At the Left is Shown the Main Floor of the Sutcliffe Company's Headquarters—Note Layout of Sporting Goods, Motorcycles and Supplies; at the Right Appears a Plan of the Repair Shop.

how much work each repairman does, the free work we must do, and the amount of profit the shop is making.

The greatest objection offered by the sporting goods dealers who contemplate taking a motorcycle agency seems to be the second-hand machine proposition. There is a quick market for second-hand machines if the dealer does not allow too high a price. A dealer is inclined to give more for a used machine in a trade than he would offer in cash, but as long as this is followed there will be a quantity of used machines on his floor. It should be impressed upon him that if too much is given he must make two sales for one profit, and hold the machine for some time. The buyer of a used machine is looking for a bargain and will even buy a make which does not exactly satisfy him if it is a bargain. We never allow any more for a machine than it is actually worth to us in the condition which it is in.

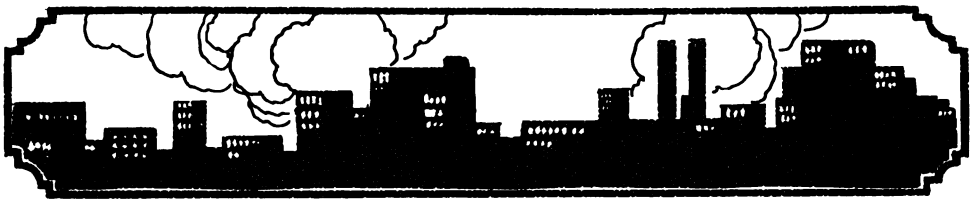
The machine is put in the shop and thoroughly overhauled and cleaned. We add the cost of overhauling and the profit we think we should make. We guarantee every used machine we sell, but do not accept any other make of machine than the one we handle unless we get it at a bargain. We keep these machines as clean and presentable as the new models. In this way we find a ready market to buyers who cannot afford a new machine or who will not pay the new machine price.

Price cutting is an evil that is more likely to be practiced by sporting goods dealers than by a separate motorcycle agency. They think that by cutting the price and getting machines on the street it will help future sales, and that the other business will make enough profit to warrant this kind of advertising. Few machines sold by this method ever prove an advertisement; usually this policy ruins a customer. The person to whom the concession was made really regards his machine as inferior to the other makes sold at regular prices and often purchases another make later on.

We offer the same terms to every customer, whether it is a corporation or the most influential citizen, and find that as soon as it is discovered that your price cannot be changed there is seldom any argument on that score. Price cuts very little figure if the prospective buyer really wants your machine.

Few lines of business can boast of having as nearly a perfect class of trade as motorcycle dealers enjoy. Almost all the customers are young, liberal-minded and always ready to see your side of the transaction; they are enthusiastic boosters, and above all honest. Few lines would care to risk comparison as a profitable pleasure.

Frank Dudley, 94 East Main St., Norwalk, O., has contracted to handle the Indian.



WHAT THE CLUBSTERS ARE DOING

WHERE WILL NEW YORKERS MEET?

J. A. Hall, F. A. M. Commissioner for New York, writes that he is desirous of hearing from motorcycle clubs of the State that are willing to entertain the next State Convention, which will be held July 4, 5 and 6, as voted at the last State gathering. It is rumored that the Niagara Falls club contemplates inviting the F. A. M. riders of the State to meet in its city, but no official invitation has been received and Commissioner Hall is anxious to obtain quick action.

NORTH PENN M. C. ELECTION

Officers of the North Penn M. C., of Philadelphia, Pa., were elected at a recent meeting. George Miller is the new president; John Kemner, Jr., secretary, and William Weatherley, treasurer. The touring committee announced the run schedule for the first half of the season. The tentative outline is as follows: May 3, Reading, Pa.; May, 10, Wilmington, Del.; May 17, Easton, Pa.; May 24, open; May 30 and 31, New York City; June 7, Dover, Del.; June 14, Lancaster, Pa.; June 21, Wildwood, N. J.; June 28, Delaware Water Gap, Pa.; July 4 and 5, Harrisburg, Pa.; July 12, prize run to Lakewood, N. J., Tom's River and Atlantic City; July 19, Elkton, Md., and July 26, Allentown, Pa. The club, which is located at 3427 Ridge avenue, Philadelphia, writes that it will be glad to join hands with club located in any of the cities included in the schedule on these runs.

COLUMBUS CLUB CHANGES NAME

A change has been made in the name of the recently organized Inter-State M. C., of Columbus, O., which will henceforth be known as the Capital City M. C. The club has also elected permanent officers as follows: W. A. Ashelman, president; Howard Jones, vice-president; H. S. Crayne, financial secretary; C. Roth, recording secretary, and W. A. Olson, sergeant-at-arms.

MONTHLY SOCIABILITY RUNS

Although members of the New Jersey M. C., of Newark, are interested chiefly in the club's forthcoming 450-mile endurance run scheduled for Decoration Day, considerable attention is given to the series of monthly sociability runs planned by the club. These runs will be held on Sundays, and will be from 80 to 140 miles, the first to be held April 19.

WITH AFFILIATED CLUBS

During the last fortnight Secretary Gibson has added the following to his list of F. A. M. affiliated clubs: Shreveport (La.) M. C.; Crotona M. C., New York City; Cheyenne (Wyo.) M. C.; Empire M. C., New York City; Assebet M. C., Hudson, Mass.; Ontario M. C., Ontario, Ore.; Porter County M. C., Valparaisc, Ind.; Middletown (O.) M. C.; Trumbull M. C., Niles, O.; Multnomah M. C., Portland, Ore., and the Riverside M. C., of New York City.

LECTURES PLEASE BUFFALONIANS

Members of the Buffalo (N. Y.) M. C. have found that the educational lectures on the motorcycle and its parts have been so helpful that at a recent meeting they decided to have another series of such talks in connection with their weekly sessions.

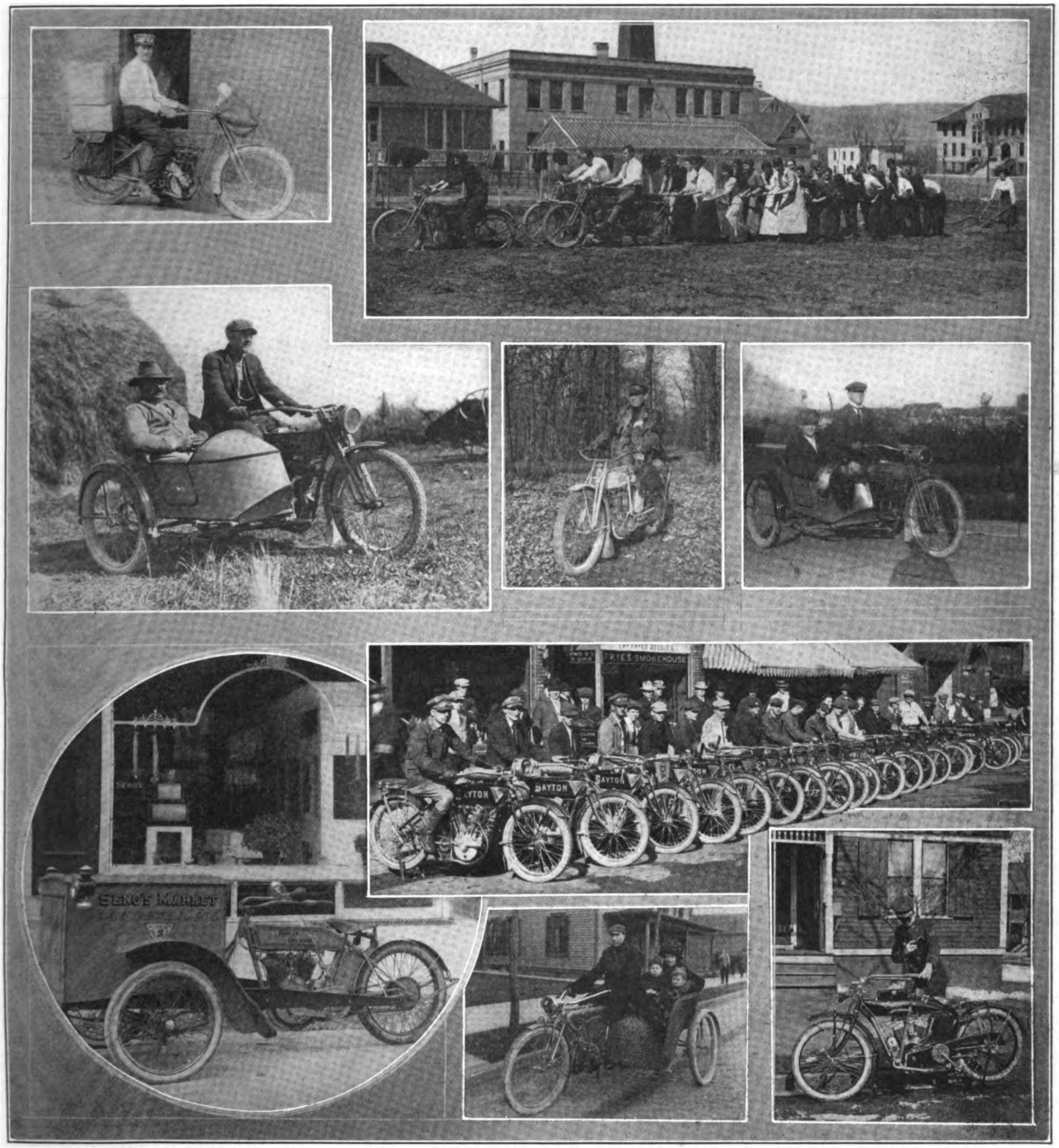
NEW CLUB IN STOCKTON, CAL.

Motorcyclists of Stockton, Cal., recently organized the Stockton M. C. The officers are: William Hanson, president; George Lawson, vice-president; Asa Clark, treasurer; Ed. Perrin, secretary; V. Lindemann, inside sentinel; J. Jayton, road captain; and L. A. Hahn, George Lawson and A. L. Healey, trustees.

Motorcycle riders of Trumbull County, Ohio, recently met at Warren and formed the Trumbull County M. C., with 23 charter members.

A Squad of Poughkeepsie M. C. Riders on a Recent Outing Over New York Roads.

VARIED USES OF THE MOTORCYCLE—SERIES 4



UPPER left-hand photo, parcel post carrier; at right, inmates of a home for the blind exercising with aid of motorcycles; center row, an up-to-date farmer and two hunting outfits. Hunters with sidecar outfit are Bill Harley and Arthur Davidson. The motorcycle truck is used by a meat market; the long string of Daytons shows how the boys line up for a Sunday run in Dayton, Ohio; center photo at bottom, an Iver Johnson combination; at right, a telegraph messenger. There is a rapidly increasing demand for the motorcycle in this service.

POINTERS ON BUYING AND SELLING

A Chat with Motorcycle Dealers Relative to the Best Methods of Selecting Stock, Displaying it and Passing it Along to the Customer

By George S. Maslen

THIS is a mighty big subject to be handled under such a modest heading. Having conducted my own motorcycle business for the last five years, and having put in from 10 to 16 hours a day during that period, it follows naturally that I am pretty well posted but I realize that I would have to be in the business another five years or so before tackling such a subject for publication. However, I have a very efficient force distributed throughout my departments, and with such co-operation at hand I would not hesitate to take up almost any kind of a proposition.

We are specialists in the motorcycle business, and our entire attention is given to developing that one line. The most lucrative end of our business up to the present time has been the handling of Indian motorcycles. This line, when properly handled, as with a few other prominent makes, enables one to establish a profitable accessory and parts business—in proportion to the popularity of the motorcycle make that is being featured.

Studying the Buying Field

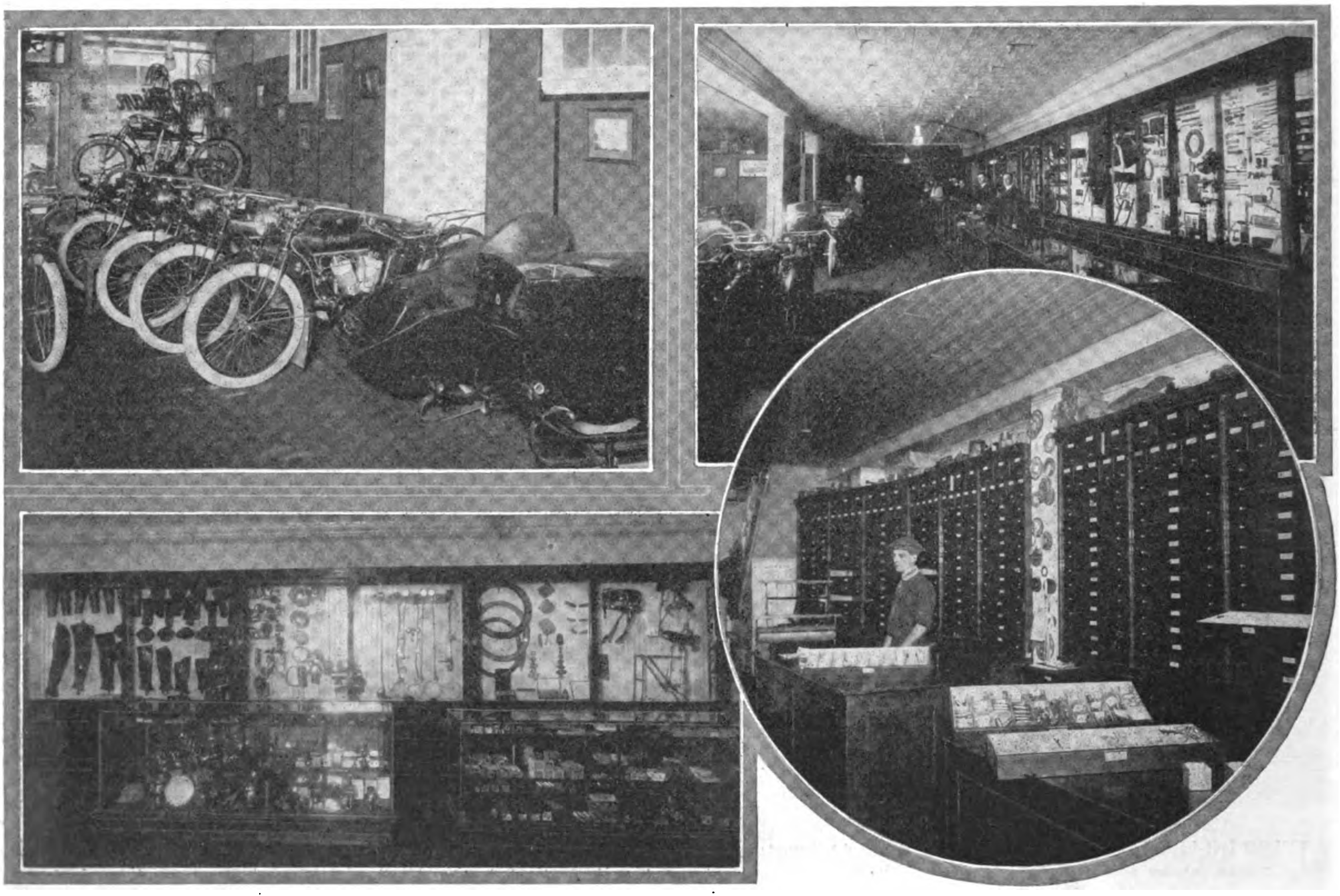
To start with, it is absolutely necessary to know your class of trade, and it has been our policy always to assume that the customer is right in his argument, although at times he may seem to be very unreasonable. We find that a certain amount of diplomacy pays well and that it is appreciated by the buyer. The patron will invariably listen to reason if approached in the proper manner. This is a good business policy, for we have learned through bitter experience that to allow one dissatisfied customer to go away counteracts a lot of advertising.

Then the location of the agent's store for the convenience of buyers is another important consideration. The matter of personal attention to customers is also worthy of attention. Of course, there are some customers who expect to find the boss on the job 24 hours a day, year in and year out, but most patrons are willing to admit that the proprietor should be allowed to rest from midnight until 6 a. m. without being bothered. Personality is a big asset in any business, but the motorcycle dealer will find that he must rest now and then in order to keep in proper trim for work. Nothing is gained by a man's working himself into a nervous wreck, and this will not be necessary if the store is properly systematized.

The Selection of Stock

Next comes the selection of the articles to be handled. The dealer is always confronted by the possibility of handling the article which is "just as good" as something else, but if he is wise he will resist the temptation to take in such stock. He will eventually lose business through handling a poor quality of goods. There can be only one price, and that must be the same over the counter as in the catalog through which we get our mail orders.

The trouble caused by the "just as good" article is particularly noticeable in the parts business, and although the discounts offered are much larger than on the genuine article, it is the best policy to stick to the standard. Our parts business has increased by 50 per cent. this year, due partly to the fact that we carry only the best goods and partly to the fact that our service system and our methods of handling shipments give the buyer satisfac-



The Above Photographs Give Four Striking Views of Mr. Maslen's Up-to-Date Motorcycle Headquarters in Philadelphia, Pa. Note the Extreme Neatness of the Various Departments and the Completeness of the Stock.

tion. Our orders are always handled promptly, and the system is explained thoroughly in the accompanying photographs.

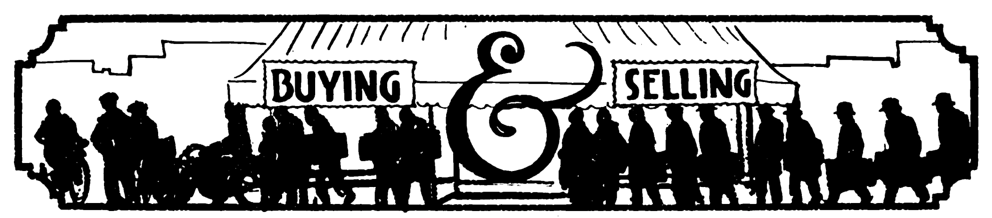
Our accessory business has increased by 100 per cent. this year, due to the fact that we are handling standard articles, well advertised and well displayed. We believe that our display embraces the largest variety of exclusive motorcycles in the country, with each and every article marked and easily accessible.

A Conservative Buying Policy

The motorcycle and accessory dealer should also give careful consideration to the time to buy. In the Spring there are always a lot of new articles on the market and as long as we can stock up satisfactorily on standard lines it is not policy to "plunge" on new goods. The conservative dealer buys a few samples of each attractive line and tries them out. Flattering offers may be made to induce the dealer to buy in quantity but if he is wise he will not do that. He will understand at once that if the article is really a good live seller the salesman will be satisfied to have him take a few samples and try them out. He knows that if his goods are right he will get a return order; it is usually the doubtful proposition with which the salesman is anxious to load up a dealer.

Let the dealer also study the *place* to buy. For the first two or three years I was in business this was one of the greatest problems I had to contend with. It is easy enough to say "goods well bought are half sold," but it is a harder matter to buy them well. In my case the selection of the companies from which to buy was largely a matter of luck for the first two years. When I look back and think of the prices I paid for some of the accessories, due partly to the fact that I bought them in small quantities, it gives me a cold chill. Paying high prices and not knowing what to charge for the articles in selling them put me in such a bad way that it is a wonder I made enough money to pay the rent.

However, that is a thing of the past. There are several good standard catalogs on the market which can be had for asking, and they give reliable prices and illustrate and describe goods so that the dealer can know just where he stands. With these catalogs, a certain amount of personality, strict attention to business and careful study of the trade any dealer should be able to build up a substantial business.



MORE ABOUT THE HARDWARE FIELD

How the Widely Varied Line Carried by the Hardware Man Brings Him in Touch With Potential Motorcycle Buyers Without Additional Expense

By Archibald Gunn

FEW people realize what an important factor the hardware dealer is in the life of any community. Except in the largest cities, he is the center towards which everybody travels for assistance or supplies. His stock covers practically everything from sandpaper to McCormick harvesters, with sporting goods and phonographs as side-lines in most cases. Everybody looks in at his windows as they pass, for his trade is one that believes in advertising and advertising attractively. Probably in no other retail trade is the dealer supplied with so wide a range of striking posters, cards and the like as in that of hardware.

Wide Field of Prospects

As an agent for motorcycles, the hardware man has no competitor in regard to the wide variety and number of people to whose attention he can bring the machines. The lad that stops in for air-rifle shot or .22 cartridges will naturally look longingly over the motorcycle and missionary work can be done there. The sportsman with his tackle or gun can be solicited as he purchases his flies or shells. The farmer grumbling about his restless son can be worked upon as he receives his bottle of spavin cure, and there are dozens of others who can be reached similarly as they come into the shop for hardware, etc. As most hardware dealers sell bicycles, they have many prospects among these riders to work on, in addition.

Compare this field with that of the bicycle agent. The latter probably sells phonographs or does electrical work of a sort, the one as a side line and the other often as the main line with the cycles as side issues. The bicycle man generally gets in touch with only the youths and men that are interested in cycling, and the chances of increasing any sales of motorcycles are limited by those inhabitants of the community which he can reach. In other words, while the hardware man is likely to have prospects actually come to him, the cycle agent has to go out after them.

The windows of the hardware man are generally the most attractive in town to all classes of people. Attractive show cards and posters are used both in the windows and on the walls; the nature of the goods stocked enable a tasteful window display to be made. Such features are often outside the means of the bicycle man, owing to high rentals, etc. The many little errands necessitated by the hardware business give opportunity for the delivery boy to ride out on a motorcycle, and upon this advertising advantage nothing further need be said. A sidecar combination will enable the dealer to deliver anything under 500 pounds in weight, and acts to advertise both the hardware and motorcycle ends of the business.

By reason of the nature of his regular line of business, the hardware man is eminently suited for handling motorcycles. He and his assistants handle tools of all kinds, are familiar with the mechanism of firearms, locks, bicycles, lawn-mowers and light machinery of various kinds. In this they have the groundwork for making any motorcycle repairs that may be needed. In addition, they are salesmen, or they would not be in the shop, and selling motorcycles is for them simply disposing of another form of "hardware." The salesmen of the hardware shop have thus an advantage over those in other lines handling the motorcycle, in that they are already familiar with mechanical things as well as being salesmen. The cycle agent in the average town has to be salesman, repairer and business manager at once, as he cannot usually get adequate help except outside of his community.

The Motorcycle a Side Line

For the hardware man, the motorcycle will be a side line, but a most profitable one when properly handled. In some cases, the side line will tend to rival the main line of general hardware, but should a poor motorcycle season occur there will be no question of dullness of business. The hardware line never is stagnant, as far as the retailer is concerned, and the two-wheeler will always be a profit-maker.

Another pair of points in which the hardware dealer has an advantage over the cycle agent in handling motorcycles is in his capital and credit. These, working together, tend to ensure soundness of the business, for many hardware manufacturers allow of from 60 to 90 days' credit, while others will ship goods to the dealer on consignment. This enables the latter to meet any sudden calls for cash outlay, or an extension of business by reference to his credit with other houses. The bicycle and motorcycle agent does not receive such favorable terms and is often hard pressed for cash to pay for machines received from the factory. Should a loan be desired, any bank will lend on the hardware shop's assets, but few would do the same for the cycle agent. The contrast is unhappy, but alas, only too true.

From the above advantages unique to the hardware dealer, he is a logical and practical handler of motorcycles in any community. An enormous *clientele* to work upon, good credit, trained salesmen, attractive premises and the handling of a more or less familiar line go far toward leaving him without serious rivals as an agent for the two-wheeler.

REX M. C. ELECTS

At the recent annual meeting of the Rex M. C., of Jersey City, N. J., the following officers were elected: Thomas Hallin, president; Harry W. Mason, vice-president; Robert W. Wyker, secretary; Carl A. J. Steltmann, treasurer; William Gilbans, captain, and J. Pfanner and Harry Smith, lieutenants. The Rex club is now located at 470 Bergen avenue.

AN EXCITING DUCK-HUNTING TRIP

A Discouraging Drizzle and Some Slithery Going on a River-Bottom Road Put a Kink in the Plans, But All of the Ducks Did Not Escape

By Aner E. Anderson

The Author With Full Hunting Equipment as Used on the Trip Described.

IT was about a week after the heavy rains that we heard ducks were to be found in abundance down the river, and having learned that several hunters of Turlock, Cal., and vicinity had returned with big bags, we decided to go out and try our luck. So one Saturday night Albert Linwall and Messrs. Hedin and Swanson, of the West Side Cyclery in Turlock, and myself made all arrangements to leave bright and early the next morning. Hedin and Swanson had each received a bright new Remington shotgun a few days before and they were anxious to get out and try them. It goes without saying that we were to make the trip from Turlock on our motorcycles.

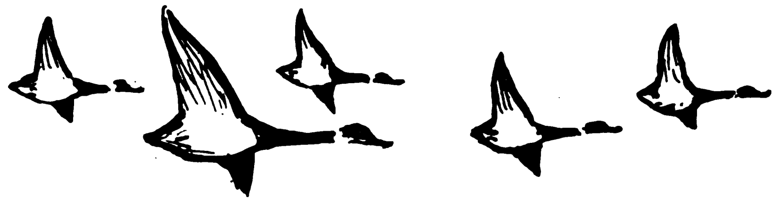
Upon rising the next morning, I found the sky cloudy and there was every indication that rain would fall soon. Nevertheless we were all "game," and with as little delay as possible we started. I took the lead on my Indian; Lindy followed on another Indian and Hedin and Swanson rode together on their Henderson four. It was still dark when we started and after we had ridden several miles a drizzling rain began to fall. As we went on the rain became heavier but we made fair time through the river bottom. This we had to cross, as the hunting grounds were on the other side of the river. In the slippery river bottom progress was slow and we all did considerable sliding about, particularly the tandem machine.

The Tandemites Take a Spill

As I made a turn in the road I looked back just in time to see Hedin and Swanson take a spectacular spill. They slithered all over the road in the mud and all their skill was not equal to the task of keeping the machine upright. Down they went and when they arose they were pretty well covered with mire.

"Now for those tire chains," exploded Hedin; "we should have put them on at the beginning."

The chains were attached and we proceeded again. After covering about three miles of river bottom road and taking several spills apiece, we arrived at the scene of the day's shooting. After removing our mud-caked coats and gloves we filled our guns with cartridges and started out across the field to the ponds. We were indeed a dangerous-looking crew.



Finally we came to some ponds and there separated, each boasting that he would return with the biggest bag for the day. I followed the river and kept walking from pond to pond, but could find no ducks. There seemed to be plenty of them flying around but always out of reach. I was about to give up and return to the motorcycles when I noticed that flock after flock of ducks were settling in a pond about a mile up the river.

Where the Ducks Were Plentiful

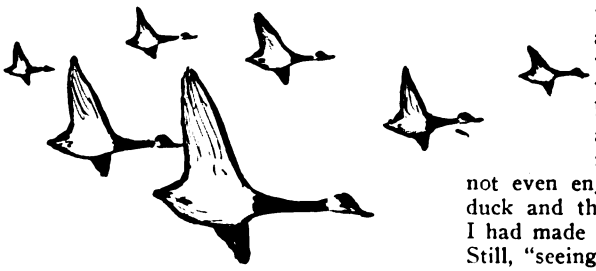
Already I had rubbed the skin off my heels in several spots owing to the fact that I was wearing heavy boots, and it was now 10 o'clock. I had to be back in Turlock at 12:30 to make up the mail for the noon train. However, the ducks looked good to me, so I hiked out to run more skin off my heels.

When I arrived at the pond I had in mind I found that it was quite large and about 10 feet below the level of the surrounding land. The ducks seemed to like this arrangement and the surface of the water was almost covered with them. I crept up to within 300 feet of the bank and then crawled the remainder of the distance. It was still raining, so you can imagine that I was a pretty muddy spectacle when this operation was over. When I got as close as I could I stood up quickly and emptied my Remington into the flock of ducks. You should have seen them fall. I reloaded as quickly as I could and got two more shots at them as they were flying away over my head. After shooting several cripples I gathered up my ducks and started to beat it back to where the machines had been left. I was covered with mud from head to foot, but fairly well satisfied. When I reached the spot where we had separated I found only my own machine. It was evident that the other boys had become disgusted and started for home. It was now 11:30 and I had just enough time left to get home and prepare the mail for the train.

Excitement on the Homeward Run

I loaded up with a bag of ducks on one shoulder and my shotgun on the other and was then ready to start. When I came to put on my gloves (I had left them under the saddle) I found a card in one of them on which was this note: "Swede—We couldn't stand the pressure. Have gone home.—Al.—Lindy.—Art." After tuning up my machine a bit, I got under way and by this time the rain was coming down pretty hard. I reached the river bridge in fairly good time, and it was while crossing a small wooden bridge in the river bottom that I took a rather serious spill. The wagons had tracked mud onto the bridge and the rain had doped it up so that it was very slippery. I was just opening the throttle a little, as I was afraid I would be late, when I struck the bridge and slithered all over it. I tore up some of the planks with my pedal and landed against a big oak tree on the other side.

Upon examining my machine I found that the forks had turned over when it struck the tree. I had heard of various methods of getting the forks back in position, and I tried all of them without success. I had had no breakfast and was getting pretty well fagged out. It was now 12 o'clock and it began to look as if I was up against it. I simply had to be in Turlock at 12:30 and I was still 15 miles from home with my front forks turned inside out, as you might say. A telephone? Yes; upon looking around I discovered a ranch house about one mile away with a telephone wire running to it. I made a beeline for that house regardless of the pain caused by my heavy boots chafing my already badly battered heel.



Making the Other Boys Envious

I got the boss on the telephone and explained my predicament. He agreed to go down and see that the mail was put on the 12:30 train in good shape and that lifted a load off my mind. Then I borrowed a clamp and some tools at the ranch house and returned to my machine. I soon managed to get it in trim with the aid of the emergency tools and after several more minor spills I got out of the river bottom.

When I arrived in Turlock I found the other members of my party thawing out around a big stove and smoking good cigars. They had got pretty wet, of course, but they were not drenched as I was. Gee! but they were a surprised and envious bunch when they looked through my game bag and saw what a fine killing I had made. They had not even enjoyed a shot at a duck and they wondered how I had made such a fine killing. Still, "seeing is believing," and the accompanying picture shows how I was loaded down with the ducks. When I went to the house in the river bottom to use the telephone I learned that one of the boys there had a camera and I induced him to return to the machine with me and take a picture of the outfit. That is why I am able to show an actual picture of the ducks and the equipment that enabled me to get them. I prize the photograph highly.

A DISCUSSION OF TRACK RULES

Chairman of F. A. M. Competition Committee Explains Necessity for Safeguarding Racers; Strict Enforcement of Regulations is Necessary

By John L. Donovan

OWING to the extreme length and importance of Article VII., I have concluded to discuss this article in two sections. This article provides track rules which if followed out would reduce the number of accidents to a great extent. The first section is as follows:

ARTICLE VII.

TRACK RULES.

Section 1. In any meet no amateur shall ride more than one machine in any one event, or any machine that is not his personal property, and the riding of each machine must be performed by the same person throughout. In no case shall an amateur be allowed to change from the machine specified in his entry blank, after the publication of the programme, without special permission of the referee of the meet, Professionals may change machines at any time during a meet, or during an event, provided in the opinion of the referee it can be done with safety and fairness.

Sec. 2. No advertisement or trade sign of any nature whatsoever shall be carried on the person of, or be distributed by an amateur when riding in competition or exhibition.

Sec. 3. Every competitor shall, whilst competing, carry a number corresponding with his number on the programme. Two copies of this number shasll be provided, one copy for display on the front of the machine, to be of metal six by eight inches, white background, with four-inch black numbers, and the other for the rear, of the same size and description, or larger, of the same general description, but of oil cloth, to be attached to the person of the rider.

Sec. 4. No competitor shall be permitted to ride unless properly attired. Long trousers without leggings shall not be considered suitable attire.

Sec. 5. All riders competing on board tracks must be required by the referee to wear helmets, or suitable safety head protection.

Sec. 6. Competitors may resort to pedalling at any time, unless the contrary is stated on the entry blank or programme, but a rider must cross the finish line under power in order to be considered as having completed the contest.

Sec. 7. It shall be the duty of the leading rider to hold the pole as nearly as may be practicable. A contestant overtaking and passing another must pass him on the outside, unless the rider in front shall be so far from the pole as to render it safe to pass on the inside; but the rider passing on theinside shall be held responsible for any foul that may result. After having passed on the outside, a competitor shall not take the pole, or cross in front of the competitor passed, unless a lead of two full lengths has been established, under penalty of disqualification for the meet.

Sec. 8. Turning the head to look backwards in the course of a track race shall be deemed cause for disqualification.

Sec. 9. The referee shall disqualify immediately any rider who in his opinion crowds, whether intentionally or not, or otherwise indulges in foul and unfair practices during a race, and shall report the offender to the Chairman of the Competition Committee for further discipline.

Some Necessary Regulations

Section 1 of Article VII. was written to keep racing among amateurs in the class of sports. By prohibiting the change of machines the F. A. M. has done much to prevent amateurs from losing interest in the sport. It makes the rider realize that to win depends upon the condition of the machine and the grit of the rider, and therefore each amateur takes greater interest in keeping both the machine and himself in condition. It is for practically the same reason that the F. A. M. demands that each amateur shall own the machine he rides, and shall ride the machine in the race that he specifies in the entry blank. This also goes far towards preventing crookedness, of which we fortunately meet little. Inasmuch as riding among professionals is practically a business and having a full quota of riders one of the essentials, the F. A. M. allows them to change machines when trouble occurs with their own.

Inasmuch as bearing advertisement of trade signs would savor of professionalism, the F. A. M. has prohibited this by amateurs.

Section 3 is very important and a careful attention to this rule will prevent many protests. Oftentimes riders or promoters protest that a certain man was not checked by the scorers in passing. Now where a number is on the front and one on the back, if the scorer should fail to see one he could easily see the other when the rider passed. The cases are very rare where the scorer fails to see either number.

Safeguards Against Accidents

Sections 4 and 5 were written with the idea of "Safety First" in mind. It can readily be seen that long trousers without leggings would tend to cause accidents. In reference to helmets, experience has proven that helmets have prevented serious accidents times without number. Section 6 needs no explanation.

Section 7 is a rule that must be violated under no conceivable circumstances. Violation of this rule, and of Section 8, is responsible for fully 50 per cent. of the accidents. Section 7 says: "Contestant must pass on the outside," which means that no rider shall attempt to pass between the leading man and the pole, but must go around the leading rider, or practically to pass him on the right side. It has also been proven that it is absolutely dangerous to cross to the pole until two wheel lengths in front of a rider. It can also be easily seen the danger arising from looking backwards during a race.

Section 9 is the whip to keep the riders behaving and will be absolutely enforced.

HORNELL RESOLUTIONS

At a recent business meeting of the Hornell M. C., of Hornell, N. Y., resolutions were passed by which members of the club will be governed. Failure to adhere to the rules will subject violators to disbarment.

ADVICE TO THE RIDER ON BUYING

A Practical Discussion of Questions Which Confront the Novice and Also Some Straightforward Hints on Keeping the Mount in Trim

By Pearsoll Sergent

CHOOSING a new motorcycle is generally looked upon as something of a weighty proposition to all but the rider of three or four seasons' experience. As a matter of fact, however, it is actually only a question of satisfying one's self as to certain desirable qualities in a mount, and then going to the agency having the nearest approach to or the exact "fit" of the same and buying it. But for the beginner and the one-year novice, the situation is very different; they are led first one way and then the other by the advice of friends or interested parties, and usually end by purchasing their mount on someone else's say-so.

The results are often sad, inasmuch as the interested friends may be utterly ignorant of what a suitable machine is for anyone but themselves, or they may be cold-bloodedly in favor of one make and model for business reasons, and the unfortunate rider may in the end become dissatisfied and give up riding altogether. Again, a novice may purchase a machine similar to that used by a certain "crowd," and meet with disaster, owing to its being too powerful for him. The results are the same as before: dissatisfaction, with the undesirable publicity of an accident which the daily newspapers seize upon with avidity and grossly exaggerate. Here is one good argument for choosing a suitable machine: do so for the good of the pastime, if you are a real sport, and if you care anything about motorcycling.

Service and Cost

The preliminaries to the choosing of the machine are the settling of the vital questions of service and first cost. By service is meant here the use to which the machine is to be put. Next in importance is the amount of money you feel capable of paying for the machine, or the *first cost.* Concerning the latter, little need be said here, as the rider can generally come to terms with an agent as to cash down, or deferred payments when his choice is made. It must not be inferred from this that the writer hints at "cut prices"; on the contrary, he believes in price-maintenance and it has been his experience that price-cutters are generally untrustworthy as to most of their business dealings.

The question of what machine to choose depends upon the nature of the service and also upon the characteristics of the rider himself. A light man, unless somewhat muscular or generally in good condition, has no place on a 300-pound, 10-horsepower twin solo machine. He has not the "beef" to handle such a mount for any length of time and it may be too much for him in an emergency. A 4, 5 or 6 single or twin will give a 120-pound rider plenty of speed on the big majority of roads, and the two latter will enable him to shoot even very steep hills without much throttle opening. If a man of this weight has the speed-mania, a 7 h. p. twin will give him all he wants.

Touring and Sidecar Work

For touring in ordinary country, the rider of average weight can be accommodated by most of the powers on the market. The 4 and 5 horsepower motors have never really been given a fair show these last three years, and it is surprising what these "one-lungers" will do. Most of them are "whales" for hill-climbing; they can be depended upon for gruelling work week in and week out, and they are very economical in gasoline and oil. With a two-speed gear, even a heavy rider can go anywhere that the tires will grip the road. There is a 260-pound man of my acquaintance who has ridden nothing but 4 horsepower mounts for the last four years and his mileage is now over 25,000. He rides over country roads exclusively and on vacations seeks the mountains. He is a good rider, who knows his machine and can get every ounce of power out of it.

For fast touring, or where the country is heavy and hilly, the 6-horse single or the 7 to 9 horse twins are the mounts. The same applies to sidecar service, and in the latter a two-speed gear is very desirable, as to negotiate most hills on a single-gear combination, the gear ratio must be somewhere around 4¼:1, which means a maximum of some 40-odd miles per hour on the level. But as compared with a smaller motor, the big twin solo mount costs more to maintain, and a good part of its power is wasted in ordinary riding. Where great economy is not a desideratum, and speed the main factor, the powerful twin is naturally the mount generally chosen.

The Heavy Man and Tandem Work.

The man who scales over normal, say from 155 pounds up, needs the higher-powered motorcycle, for all-around riding. His weight enables him to hold it down on the road, and he can usually get all the speed desired—and that can be safely had—out of it. A two-speed gear is very desirable on his mount, whether he rides solo or with a passenger. The question of the tandem passenger here obtrudes itself; the minimum power in general is about 5 horsepower, while 6-8 is enough for even heavy work. This does not mean that less power cannot be used, as there are numerous instances of riders carrying passengers on 3 and 3½ horsepower singles and over far-from-fine roads.

Having answered the questions of service and cost, the next thing is to look over the machines which seem to be about right and see how well they fit in with the following desirable qualities. It might be well to add here that quite a large number of makes will fit these qualities, and if the rider or prospective is still in doubt, he should consult a veteran rider—a man with mileage but no factory-connection to his credit—and abide by his decision. Let him consider these points: 1—A motor that is up to its work and that has accessibility to all its parts. By the term "up to its work" is meant that it has power, and is of a design suitable for the service desired. On listening to the sound of the exhaust—with the muffler open of course—the indications of power are not necessarily a heavy thump, but rather a sharp, ringing explosion. If a motor will not give this with at least two adjustments of the carbureter, it should not be considered. Regarding design, it would be folly to choose a road-racer motor for touring work or for sidecar work, or a ported motor for road-riding. For touring, the touring type of motor should be used, etc. Accessibility is a most important factor, especially to the rider who is not near a garage. To have to take the motor from the frame to get at a cam-follower or exhaust valve is senseless, and a motor which is not reasonably accessible should be passed over in favor of another.

Comfort and Saddle Height

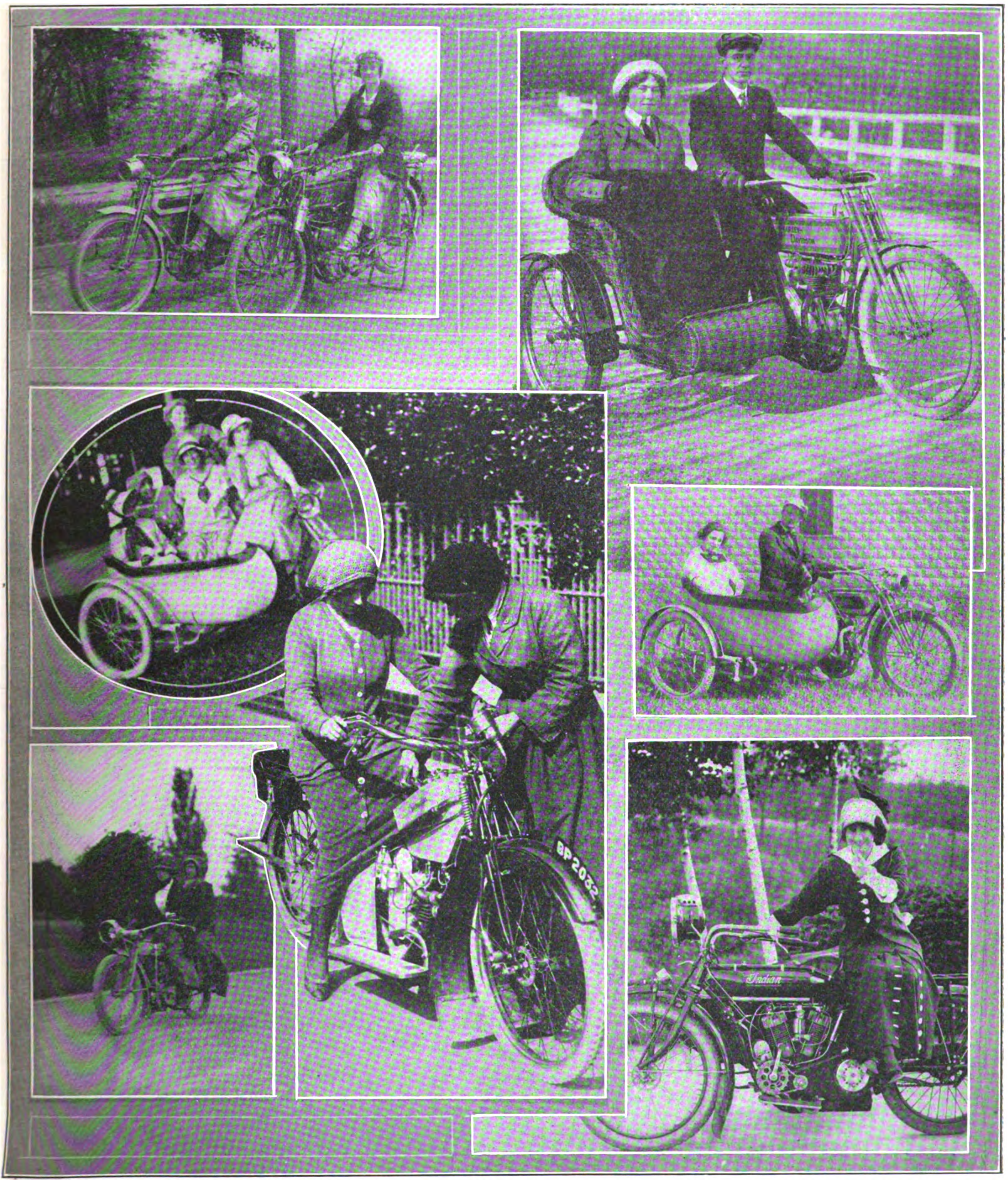
2—A frame with a low riding position and a comfortable saddle. No matter what the service, there will be occasions when the rider will need to put down his feet, and for security he should be able to rest his entire foot on each side on the ground with the knees slightly bent. A trial will generally show that the big majority of machines give this low saddle position, but there are some riders, who, like the writer, cannot comfortably plant their feet from the saddle of a 29-inch frame. For sidecar work, the low saddle position is not so important as for solo or tandem service, and an actual condemnation of a machine for the peculiar build of a rider would be rather harsh. But no such excuse should hold for an "iron" saddle, for this part of a motorcycle is the one that first tires out the rider in spite of springing devices of all kinds. The most desirable saddle is soft enough for the rider to sit into it but firm enough to keep its shape and not "set" permanently after a few months' use. Most motorcycle saddles are now very comfortable.

3—Comfortable handlebars. Most handlebars on motorcycles as seen in the agency are uncomfortable, but all can be adjusted to suit the rider. Bars that cannot be bent or adjusted spell back and wrist-aches.

4—Complete kit of tools and tire outfit, and a stand that latches. Most machines have all of these, but the tool kit should include an instruction book as well as wrenches. There ought to be wrenches and tools to fit all nuts,

(Continued on page 76.)

VARIED USES OF THE MOTORCYCLE—SERIES 5



EXCEPTING the picture in the center showing a rider receiving instructions, all the above photographs present American scenes indicative of the rapid spread of interest in the motorcycle among the fair sex. The one foreign print comes from England.

bolts and screws on the machine, and the tire kit should be sufficient to properly care for most tire accidents. Here is where the advice of the veteran will be of most service, as he knows about what tools and equipment are necessary.

A Thorough Demonstration Needed

5—Good finish all over. Plating, enamel and polish tell the story of the care put into a machine, and inferior work in these directions will result in a frowsy-looking mount in a short time. The novice or prospective can get a good idea of the finish by noting some of the storage machines of similar make, especially those ridden by careless riders. As most riders expect to trade in or sell their machines, this point of good finish is important, for more is allowed on a machine whose "bright-work" is in good condition than on a dingy, rusty mount.

Preceding the actual running of the machine on the road, the rider should make inquiries concerning the "internal workin's" of the motor, etc., unless these are described in the catalog. If any point is in doubt, the services of the veteran can be requisitioned. The usual demonstration given by the agent to show the capabilities of the mount should generally be sufficient, but a climb up one or more steep hills should form a part of every such demonstration. For a big twin, the best test can be made with a sidecar, the additional weight of attachment and passenger showing well the power of the motor. A personal trial either with the prospective solo or in tandem should also be considered satisfactory. If the majority of the desirable qualities are fulfilled there need be no hesitancy about purchasing the machine.

The advent of fully-equipped machines on the market brings up the question which has been agitating the motor vehicles industries for years. This is whether it is more advisable to buy a machine fully-equipped or to purchase one's own accessories. The novice can only take the full equipment on faith, or on the representation of the dealer or a veteran rider, but in the majority of cases, he will not go wrong in so doing. Most experienced riders seem to prefer to purchase lamps, horns, etc., to suit their fancies rather than to leave it to the manufacturer of the machine or his agent.

Second-Hand Machines

In looking over used or second-hand machines with an eye to purchasing, the general adaptability of any particular machine should be considered from what has just been said, especially concerning the finish of the machine and its running ability. Signs of rough treatment, falls or the like show to a great extent the kind of condition that one may expect to find the motor and transmission in, while the demonstration will show just about what the mount will do. The assistance of a veteran is desirable in looking over second-hand machines, but not absolutely necessary.

The compression should be tested by standing upon the pedals with the machine on the stand, or by wheeling the machine along the ground with clutch engaged and valve dropped. If the compression is good in the latter case, the rear wheel will slide along without revolving. The motor-shaft should be seized by the hand near the pulley or sprocket and lifted up and down to note any wear in the bearing. If it "wobbles" appreciably, the next machine should be looked at, and nothing further considered on the loose bearing motor. Looseness of spokes, wheels, and other "bicycle" parts should be searched for and remedied before the machine is decided upon. Chains with "dagger-point" sprocket teeth or thin rollers show excessive wear and spell quick replacement, so they should not be considered as satisfactory on a used motorcycle. Badly-worn belts, wobbly clutches and the like are better left alone. A personal trial of a second-hand machine is most desirable.

Keep the Mount in Condition

Proper maintenance of a machine is beneficial to the rider in many ways. The first of these is its second-hand value, for as mentioned previously, hardly one per cent. of the riders hold their machines for more than two or three seasons, and a good-looking used mount always brings more than a slouchy one. Another reason is that keeping the externals of the machine clean will prevent dirt and the like getting inside and causing bearing wear, etc. In going over the motor, for example, with a brush dipped in gasoline, any looseness of the parts, wear of the valve gear, etc., will be noticed. As these things all make for poor running and shortened life, they should be fixed by the careful rider and the machine will thus be kept up to its work.

The bicycle parts need the brush just as much as the crankcase of the motor, and this is especially true where coaster-brakes are fitted. Dirt creeping into any coaster-brake will soon render it inactive, and an accident may result. Rust is a demon that should be removed and likewise prevented if possible. After a rainstorm, for instance, the mount should be wiped dry to prevent rusting and the controls operated to see that they work properly, any extra friction in their action being looked to at once.

A Few Motorcycle Dont's

For maintaining the motorcycle in good condition, the following dont's will be found to help. The experienced rider need not read these, as he does not do any of these things except by accident.

Don't run the motor on the stand any longer than necessary for starting. Just warm it up and start off, or stop it until you are ready to start away.

Don't "dump" the throttle into the motor. The best metals used in motorcycle construction can't last under the resulting overloads for very long. Open and close the throttle gradually.

Don't speed up the motor and jam in the clutch. It racks the machine, and, far from being brilliant, is the hall-mark of the duffer.

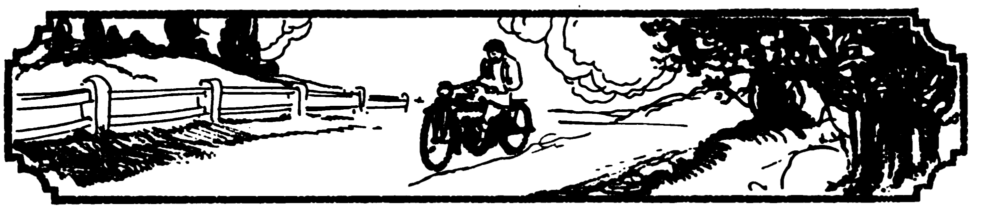
Don't fail to take every opportunity to cool the motor. Coast hills if very long, and give plenty of fresh air through the air-valve in the manifold.

Don't open the cut-out. Unless you are carrying a staggering load it won't do much good, and the resulting roar makes enemies and may lead to arrest.

Don't overdrive. Forced speed takes the life out of the motor; it causes overheating and besides the police may have faster machines than yours.

Don't try to do "high speed stunts." If the motor fitted with a two-speed gear won't take a hill on high, change down. If you can't get up when in the saddle, get off and walk alongside. Leave the trick work to the automobile salesmen—they don't have to pay for the motors they ruin.

Don't run up to a stopping place and then jam on the brakes. They may not work some time and you will either have a broken machine or go to the hospital or police court. Sudden braking injures the frame and power plant of any motor vehicle, whether it has two, three or four wheels. Come up to the place at reduced speed, with the clutch out and gradually apply the brake.

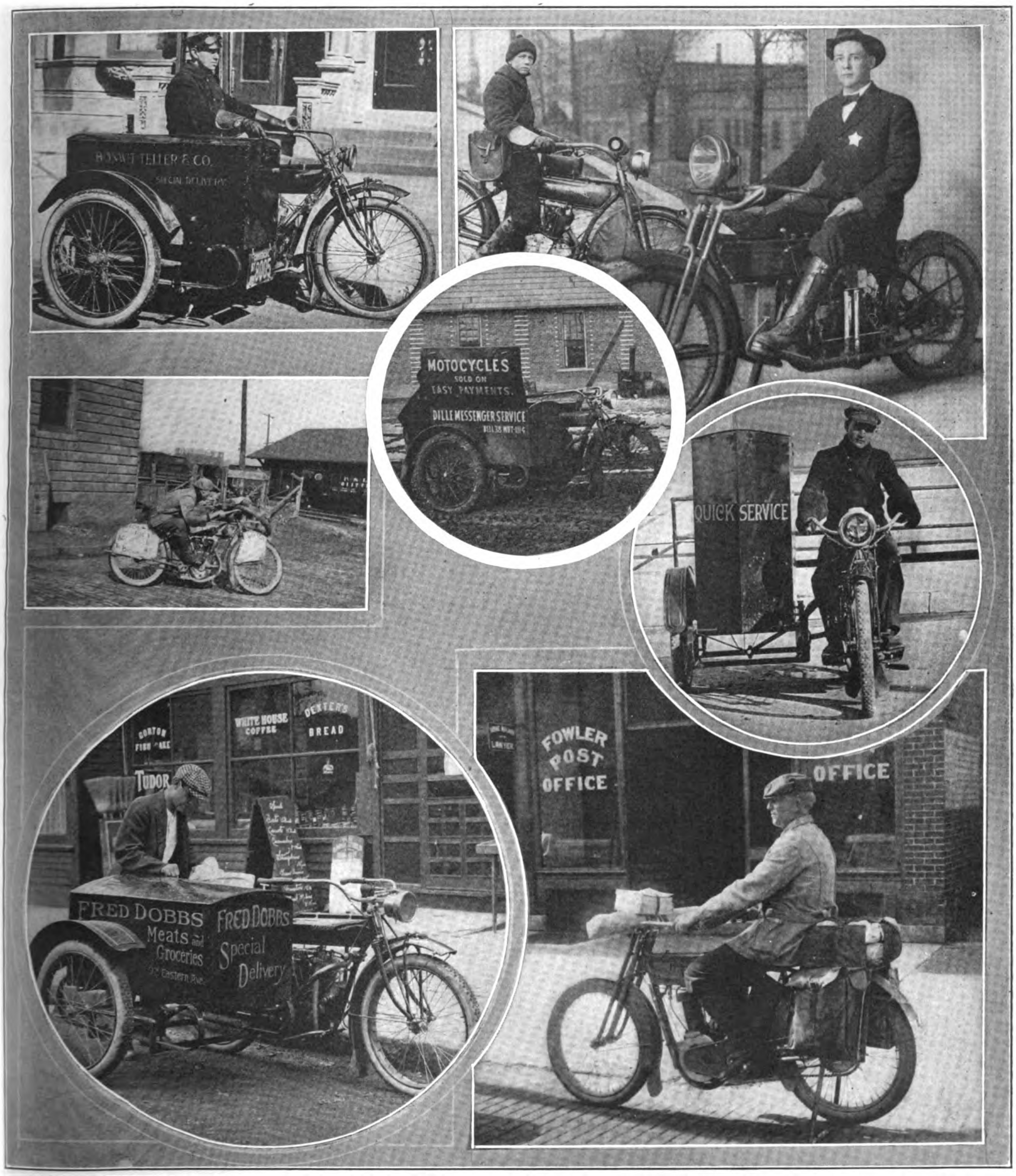


PRODUCTION FIGURES FROM GOODYEAR PLANT

"To take care of the steadily increasing demand for Goodyear motorcycle tires, we have just brought our factory production to well over 1500 tires a day," said S. A. Falor, sales manager of the motorcycle tire department of the Goodyear Tire & Rubber Company, of Akron, Ohio, in an interview a few days ago. The company also forwards the following figures showing the number of motorcycle tires turned out during a recent week: Monday, 1,403; Tuesday, 1,576; Wednesday, 1,514; Thursday, 1,565, and Friday, 1,680. The Goodyear plant is open only a half day on Saturday, so the production for that day was not counted. The total for the five days was 7,738 tires. "And yet," writes the Goodyear company, "many people still refer to the motorcycle field as an 'infant industry.'"

In continuing, Manager Falor says: "We have, incidentally, improved the Goodyear product for motorcycles over last year. Our 1914 tread is tougher, and the whole tire more efficient and wear-resisting than ever before. It is upon our policy of seeking always to improve the quality of our product that we base Goodyear popularity. Comparing our sales records with the figures of motorcycle production, we are assured that at least half the motorcycle tire business of the country for 1914 will be Goodyear business.

VARIED USES OF THE MOTORCYCLE—SERIES 6

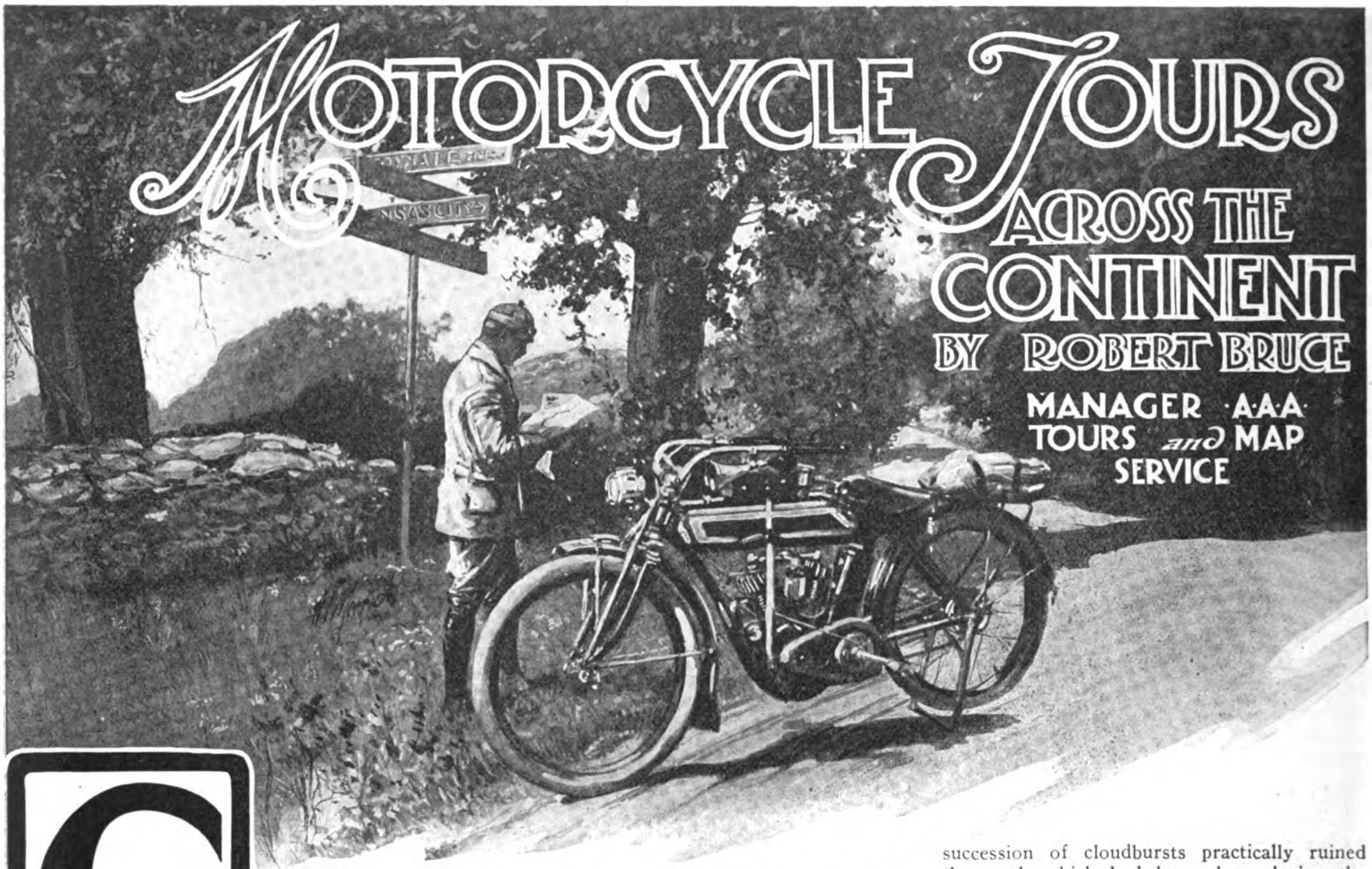

BONWIT TELLER & CO.
SPECIAL DELIVERY
5005
MOTOCYCLES SOLD ON EASY PAYMENTS.
DILLE MESSENGER SERVICE
QUICK SERVICE
WHITE HOUSE COFFEE
BREAD
TUDOR
FRED DOBBS Meats and Groceries
FRED DOBBS Special Delivery
FOWLER POST OFFICE
OFFICE

THE above layout is interesting chiefly because of its forceful exposition of the motorcycle as a commercial vehicle. Across the top we have a New York delivery outfit, a special delivery messenger and a deputy sheriff; the center row presents a traveling salesman and two capable van outfits; at the bottom is shown the van combination used by a provision market and the sturdy mount of an R. F. D. carrier.

MOTORCYCLE TOURS ACROSS THE CONTINENT

BY ROBERT BRUCE

MANAGER A.A.A. TOURS and MAP SERVICE



CROSS-COUNTRY touring by motorcycle has received such impetus during the last two years, owing to the wonderfully increased efficiency of the motorcycle and the widespread agitation for improved roads, that there is a constant demand on the part of riders for information dealing with coast-to-coast routes. Trips by motorcycle from the Atlantic to the Pacific, or vice versa, are now quite common, and the tourists who have covered half or two-thirds of the distance from ocean to ocean on their sturdy single-trackers may be numbered by the score.

During the coming summer interest in these trips will be considerably stimulated, as far as westbound travel is concerned, by the great exposition which will be held in San Francisco in 1915 to celebrate the opening of the Panama Canal. Inquiries received by the Touring Department of MOTORCYCLE ILLUSTRATED and by the F. A. M. Touring Bureau indicate that quite a few motorcyclists plan to ride to the coast during the summer of 1914, spend the winter there and thus be prepared to visit the exposition. For those who can spare the time, or whose business permits of traveling, the above arrangement will prove economical as well as highly profitable from a sight-seeing standpoint.

Still the most numerous inquiries are being received from those who simply plan to make a cross-country tour, without regard for a sojourn on the coast. For those not closely in touch with touring matters, the interest now being displayed in such long-distance trips by motorcyclists would no doubt prove surprising. Present-day motorcyclists have the utmost confidence in their mounts and enter as readily upon coast-to-coast tours as riders of three or four years ago started upon hundred-mile trips. It follows that the latest and most comprehensive information concerning the cross-country routes must be provided if tourists are to avoid unnecessary trouble and derive the greatest possible benefit from their outings. This article and the accompanying maps aim to give all the available data relative to the four standard lines of travel from ocean to ocean, particularly west of the Missouri river, and to name the season in which each can be traversed to the best advantage.

Conditions Are Improving

Needless to say, the rider who intends to travel only halfway or two-thirds of the way across the country can avail himself of the information here given as well as the transcontinentalist, for the routes are so well defined in the maps that a tourist can arrange to strike into one of the trunk lines at any point desired.

A vast amount of work has been done on the main touring routes, and the motorcyclist of today can make the trip with few discomforts and no actual dangers. Of course, the larger proportion of these roads are of natural dirt, either dragged or graded, and severe storms play havoc with some of them. This was notably true of the roads into and out of Denver during the summer of 1912, when a succession of cloudbursts practically ruined the work which had been done during the preceding spring. So greatly improved have general conditions become that a transcontinental motorcyclist now receives little more than passing notice as he pursues his way from ocean to ocean.

Nevertheless, a motorcycle tour across the continent is still a considerable task, to be undertaken only by seasoned riders or by those who are willing to make a short run each day. Before starting on such a trip, the tourist should make a very careful study of the different routes, and be particular to select that route which is best suited to the season when his trip is to be made. Of course, the rider can always give up a trip midway and ship over the balance of the route, or to a station beyond, thereby eliminating the section which may be in poor condition at the time. The shipping of a motorcycle is a comparatively inexpensive proposition, and should the rider become particularly fatigued, it is well to either stop over a few days at one of the larger towns, or ship ahead. Very few in starting out expect to do this, but it is far better than to wear one's self out by continued and excessive traveling.

A Few Words on Equipment

The matter of equipment is the really vital thing to be considered. Each motorcycle has its own peculiarities, and the rider should not start out on such a long trip before becoming extremely well acquainted with his particular machine. The common legend about the locomotive engineer who became so familiar with his engine that he could tell by the "purr and hum" as to its exact condition, is also true of a motorcycle. The rider should become so

Priest's Canon, on the Road to the Top of the Royal Gorge. Between Canon City and the Top of the Famous Royal Gorge Has Recently Been Built a Splendid Mountain Highway.

thoroughly familiar with his machine that he knows its song and rhythm, and can tell immediately when some part is not working to best advantage.

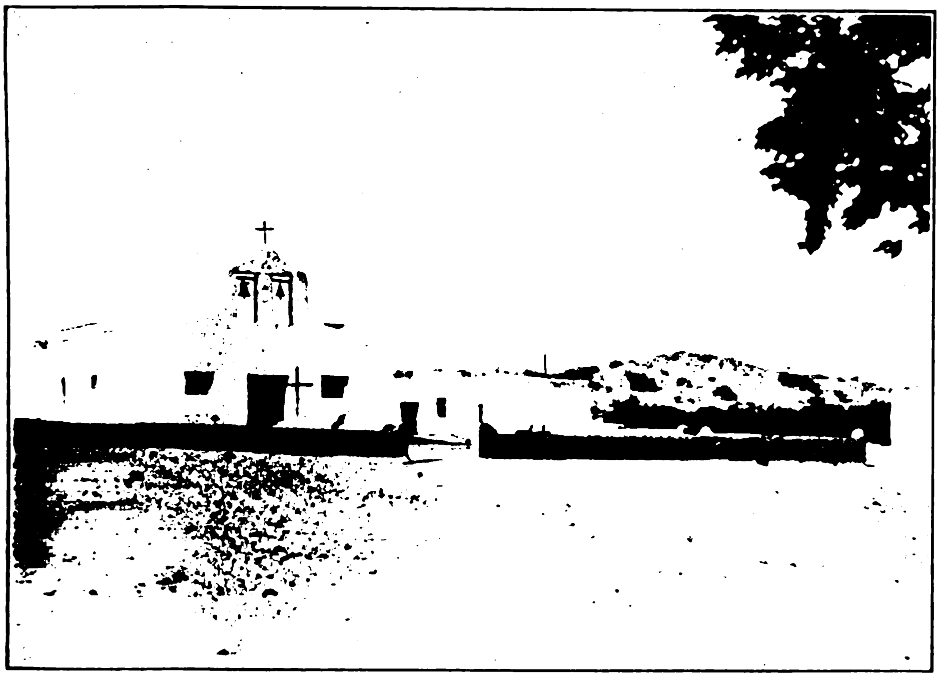
It is not expected, nor should you carry a great number of spare parts for your machine, but you should carry belt connectors or spare links for your chain and a few parts to replace those most likely to be worn out or damaged. A small coil each of copper and steel wire can be carried without much inconvenience, and also two additional spark plugs. As regards tires, it is advisable to carry one extra, and materials and implements for tire repairs. For personal equipment, besides toilet articles, a duffle bag containing additional underwear should be carried. A woolen blanket may be wrapped around this duffle bag, and a rubber poncho around that.

In certain sections of the West, where houses are far apart and towns are sometimes only names on the map, a supply of food should be carried. It is not necessary, however, to carry any large quantity, for there is hardly a section in the West where a person could not walk to a house within a half day. The writer when on long trips usually carries several cakes of sweet chocolate, a small tin of coffee extract, a half-pound package of prepared pea soup powder, and some "hard-tack." To properly use "hard-tack," it should be soaked in hot water, never in lukewarm or cold water. This will be found very nourishing, and if you should be obliged to camp out overnight, the quantity of food mentioned will more than supply you for two meals.

In sleeping out in the open on such a trip, it is advisable to first lay the rubber poncho on the ground; then wrap the blanket around you, and lie down to pleasant dreams upon the poncho. Seasoned campers will tell you that this arrangement gives quite a comfortable bed, and with the poncho underneath, you need have no special fear for rheumatism or colds.

No Good Route Throughout

On an average, the various through transcontinental routes will be found about three-fifths good, and two-fifths poor or bad.



Many Old Missions Like This Are Found Along the Southern Routes to California, and Especially on the Coast Itself. They Lend An Aspect of Picturesqueness to the Landscape, and Are a Link Between the Present and the Romantic Past.

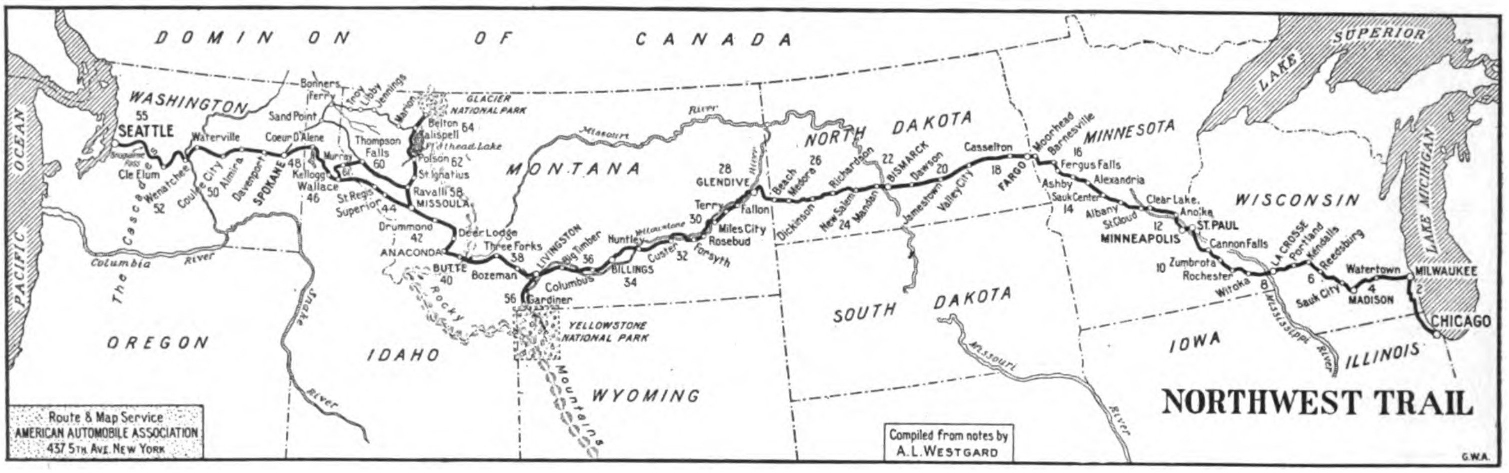
Transcontinental touring is a relatively new development, made possible more by the rapid perfection of the gasoline motor than by any universal improvement of the roads. Highway building on a large scale is a slow and expensive process, especially in the sparsely settled districts of the far West; much incidental progress has been, and is being made, but the motorcyclist who has already determined upon such a trip, must make the best of traveling conditions as he finds them.

Almost invariably the long-distance tourist returns not only satisfied with his trip as a whole, but much the better for what measure of hardship which he may have encountered. Four different routes have been developed to a point where they can be called "standardized," and motorcycle trips may be planned over them without the risk of encountering unknown and unusual obstacles. This is not entirely true of what might be called the through-southern route. Strange as it may seem, the middle-southern states have been far more backward in road building than has the far West, and some of the southern roads, even between large cities, are practically impassable in wet weather.

The red clay which is so common in these states may be worked until it is an ideal road for motorcycle traveling, but when it is cut up after a rain storm by the generally-used narrow tired wagons, the motorcyclist will find his work laid out for him, and may have to travel many miles afoot. This is true of sections of Virginia, Tennessee, Alabama, Mississippi, Louisiana and certain stretches along the Gulf Coast of Texas.

Sketch of the "Trail to Sunset"

Going from the south to the north, the first one of the standard routes, and one of the first to be developed, is that from Chicago to


DOMINION OF CANADA
WASHINGTON
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
IOWA
ILLINOIS
OREGON
IDAHO
WYOMING
PACIFIC OCEAN
LAKE SUPERIOR
LAKE MICHIGAN
SEATTLE
Cle Elum
Wenatchee
Waterville
Sand Point
Coeur D'Alene
SPOKANE
Kellogg
Wallace
St Regis
Superior
Thompson Falls
Kalispell
Flathead Lake
Polson
St Ignatius
Ravalli
MISSOULA
GLACIER NATIONAL PARK
Belton
Drummond
Deer Lodge
ANACONDA
BUTTE
Three Forks
Bozeman
LIVINGSTON
Gardiner
YELLOWSTONE NATIONAL PARK
Big Timber
Columbus
BILLINGS
Huntley
Custer
Forsyth
Rosebud
Miles City
Terry
Fallon
GLENDIVE
Beach
Medora
Dickinson
Richardton
New Salem
Mandan
BISMARCK
Dawson
Jamestown
Valley City
FARGO
Casselton
Moorhead
Barnesville
Fergus Falls
Alexandria
Ashby
Sauk Center
Albany
St Cloud
Anoka
Clear Lake
MINNEAPOLIS
ST. PAUL
Cannon Falls
Zumbrota
Rochester
Winona
LA CROSSE
Portland
Kendalls
Reedsburg
Sauk City
MADISON
Watertown
MILWAUKEE
CHICAGO
Columbia River
Missouri River
Snake River
Rocky Mountains
Route & Map Service AMERICAN AUTOMOBILE ASSOCIATION 437 5th Ave New York
Compiled from notes by A. L. Westgard
NORTHWEST TRAIL
G.W.A.

Route of the "Northwest Trail," the most northerly cross-country line, and the only route yet compiled to Yellowstone and Glacier National Parks. This route is practicable, but rough and unsatisfactory in many places, especially Snoqualmie Pass across the Cascade Mountains in Washington State. Some of the most magnificent scenery in the United States is along the western half of this route.

Des Moines, Omaha and Kansas City, thence over the New Santa Fe Trail through Kansas to La Junta, Colo., where one line of travel goes to Pueblo, Colorado Springs and Denver, and the other turns southwest for Trinidad, Col., Raton and Las Vegas, N. M., Phoenix, Ariz., and thence into southern California.

Trips made very early in the spring, should be made over this route, which is the most free of all from snow; but it is much too hot for midsummer, as the mercury often rises to 120 degrees in places in New Mexico and Arizona. It is the best route for anyone who wishes to see the largest Indian settlements and the greatest of government reclamation projects. After the heat of summer, this route becomes popular again, and can be traversed much later than any of the others; in fact, it can be traveled almost from nearly fall to the late spring.

Travelers along this route pass through a country which, until a few years ago, was practically unknown to tourists, but affords some of the most unusual scenery in the United States. The route is frequently rough, and passes many malapais beds, and skirts many towering sandstone cliffs. It touches the Laguna-Salina-de Zunia Lake, which is so permeated with salt that it is stated no one can sink in it.

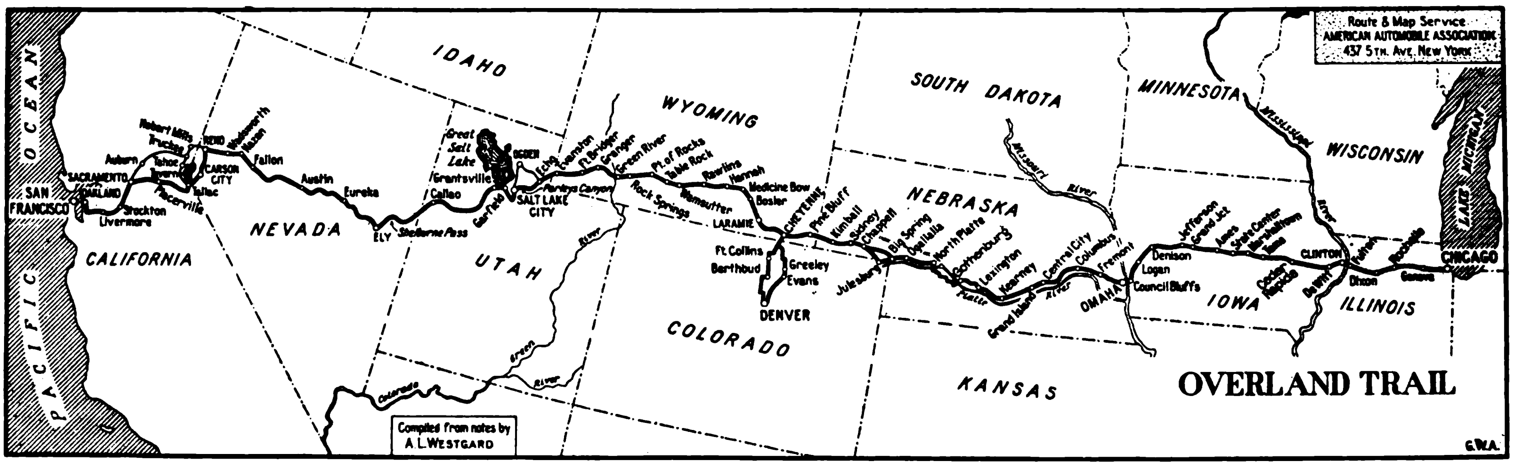
It passes through the Apache Indian Reservation, the Mormon settlement of Springerville, Ariz., and the White Mountain National Forest. It crosses the White Mountains 9,000 feet above sea-level. At Fort Apache there is a detachment of the U. S. Cavalry and an Indian Reservation where the tourist may see a tribe of Indians still practicing their primitive methods of living. There are two points where the Colorado River may be crossed by ferry, the most southern being at Yuma, the other at Ehrenburg.

The Kansas-Central Colorado Route

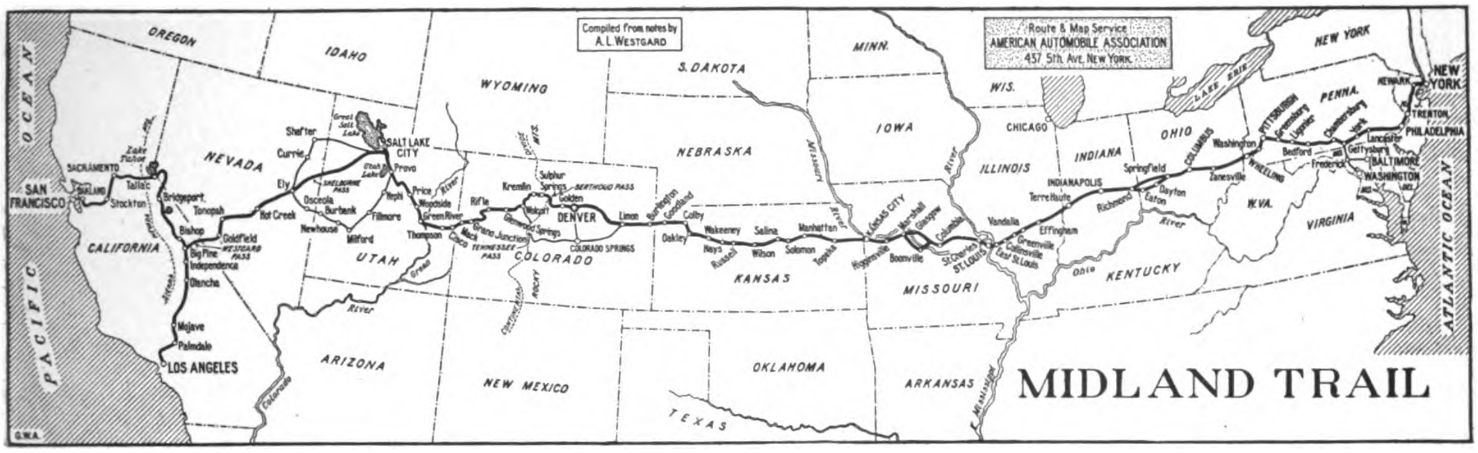
Next in order is what is coming to be called the Midland Route, though that term would apply equally to the Overland route, third on the list. The Midland Route crosses from New York by way of Philadelphia, Gettysburg, Chambersburg, Bedford, Ligonier, Pittsburgh, Columbus, Indianapolis and St. Louis to Kansas City, where it crosses the Trail to Sunset; thence across Kansas through Topeka over the Golden Belt route, connecting to either Colorado Springs or Denver. From either one or both of these cities, it continues across Colorado by way of the Berthoud Pass, Buena Vista, Glenwood Springs, Grand Junction and Green River to Salt Lake City, Utah, thence southwest through Ely, Tonapah and Goldfield, Nev., Independence, Mojave, San Bernardino and Pasadena to Los Angeles.

It is the opinion of many experienced travelers that this route is likely to be in time the greatest and most interesting of them all, as it uses the Old National Road through the Central-Western states, the official trans-Missouri route, and a comparatively direct, smooth and good road the entire length of Kansas. Traversing the Rocky Mountains in Colorado by the most scenic passes, it also takes in the great mining camps of Nevada, and runs into southern California through the wonderland of the lower Sierra Nevada Mountains and the famous Owens Valley.

There is now much agitation to improve this route, and it is likely that parts of the Midland Route will be looked after by the States of Colorado and Utah, especially since the "Lincoln Highway" is to be carried farther north. It is more a route of the future


IDAHO
WYOMING
SOUTH DAKOTA
MINNESOTA
WISCONSIN
NEBRASKA
IOWA
ILLINOIS
NEVADA
UTAH
COLORADO
KANSAS
CALIFORNIA
PACIFIC OCEAN
LAKE MICHIGAN
SAN FRANCISCO
OAKLAND
SACRAMENTO
Auburn
Truckee
Tahoe
Tallac
Placerville
Stockton
Livermore
RENO
CARSON CITY
Fallon
Austin
Eureka
ELY
Great Salt Lake
OGDEN
Grantsville
Callao
SALT LAKE CITY
Echo
Evanston
Ft. Bridger
Granger
Green River
Rock Springs
Rawlins
Hanna
Medicine Bow
Bosler
LARAMIE
CHEYENNE
Ft. Collins
Berthoud
Greeley
Evans
DENVER
Pine Bluff
Kimball
Sidney
Chappell
Julesburg
Big Spring
Ogallala
North Platte
Gothenburg
Lexington
Kearney
Grand Island
Central City
Columbus
Fremont
OMAHA
Council Bluffs
Logan
Denison
Jefferson
Grand Jct
Ames
State Center
Marshalltown
Tama
Cedar Rapids
Clinton
Dixon
Geneva
CHICAGO
Route & Map Service AMERICAN AUTOMOBILE ASSOCIATION 437 5th Ave. New York
Compiled from notes by A. L. Westgard
OVERLAND TRAIL
G.W.A.

Route of the "Overland Trail," which at the present time is carrying more travel than any other. It should be borne in mind that all Salt Lake City-Ely routes cross the desert, and tourists preferring to keep nearer the railroad might consider it advisable to take the upper route from Salt Lake City to Ogden and above the Lake through Cobre to Elko and Eureka, or to Ely.


Compiled from notes by A.L. Westgard
Route & Map Service AMERICAN AUTOMOBILE ASSOCIATION 437 5th Ave. New York
MIDLAND TRAIL
PACIFIC OCEAN
ATLANTIC OCEAN
OREGON
IDAHO
WYOMING
S. DAKOTA
MINN.
WIS.
NEW YORK
NEVADA
UTAH
NEBRASKA
IOWA
ILLINOIS
INDIANA
OHIO
PENNA.
CALIFORNIA
COLORADO
KANSAS
MISSOURI
KENTUCKY
VIRGINIA
W.VA.
ARIZONA
NEW MEXICO
OKLAHOMA
ARKANSAS
TEXAS
SAN FRANCISCO
SACRAMENTO
LOS ANGELES
SALT LAKE CITY
DENVER
KANSAS CITY
ST. LOUIS
CHICAGO
INDIANAPOLIS
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK
G.W.A.

Route of the "Midland Trail," the most scenic transcontinental line. The development of this route has been delayed by long and difficult roads in western Colorado and eastern Utah, but rapid progress is being made in the improvement of these stretches. This route also crosses the desert, and tourists preferring to keep nearer the railroad might consider it advisable to take the upper route from Salt Lake City to Ogden and above the Lake through Cobre to Elko and Eureka, or to Ely.

than of the present, and cannot be generally recommended until the Indianapolis-St. Louis portion of the National Road has been improved, and especially until after the states of Colorado and Utah combine to build a good road between Grand Junction and Green River. This route is already traversed by a few motorcyclists, and those who are willing to accept the admittedly bad conditions on certain stretches in order to enjoy the unequaled scenery. The average tourist is advised not to use this route in its present condition, but to use either the more northerly or southern route, depending on the season.

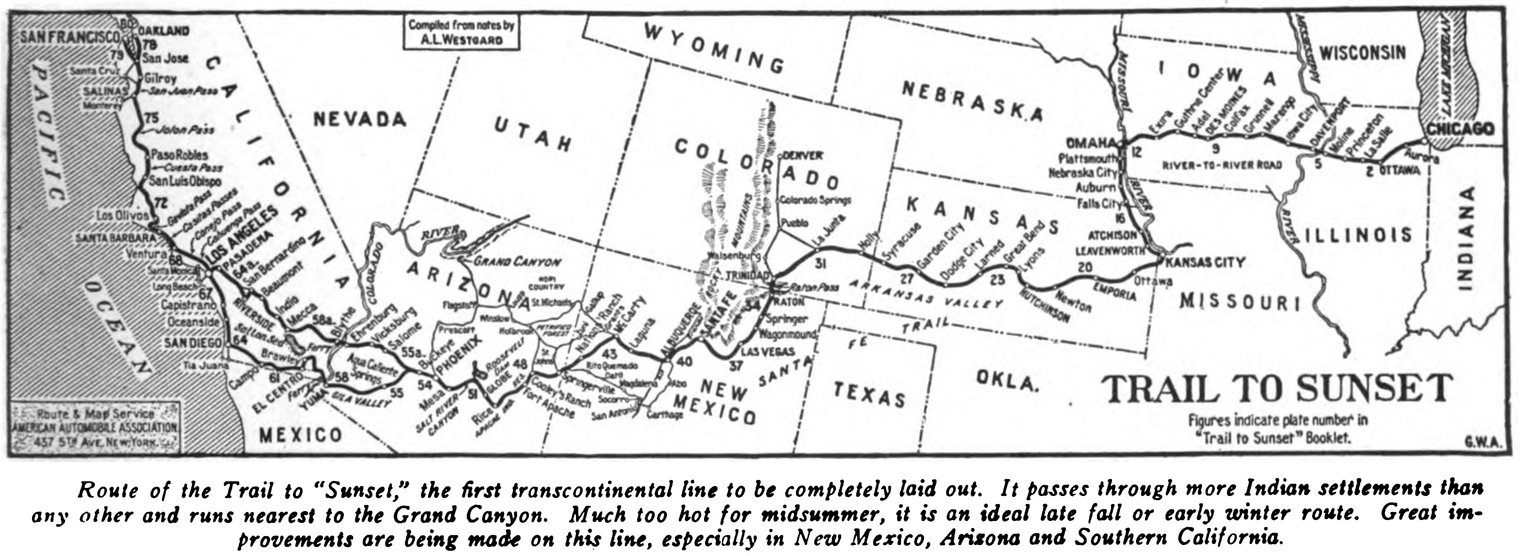
The Historic "Overland Trail"

The next route is the historic "Overland Trail," or central transcontinental highway; this is usually figured from Chicago, crossing northern Illinois and central Iowa by a choice of two good roads, first the pioneer highway through Geneva, Rochelle, and Dixon, Ill., and Clinton, Cedar Rapids, Marshalltown, State Center and Denison, Iowa; or, second, the River-to-River Road through Davenport, Iowa City, Des Moines and Atlantic. There is so little difference between these two in either time or mileage that the motorcyclist may take his choice without materially affecting the result, and in either event cross the Missouri River from Council Bluffs to Omaha.

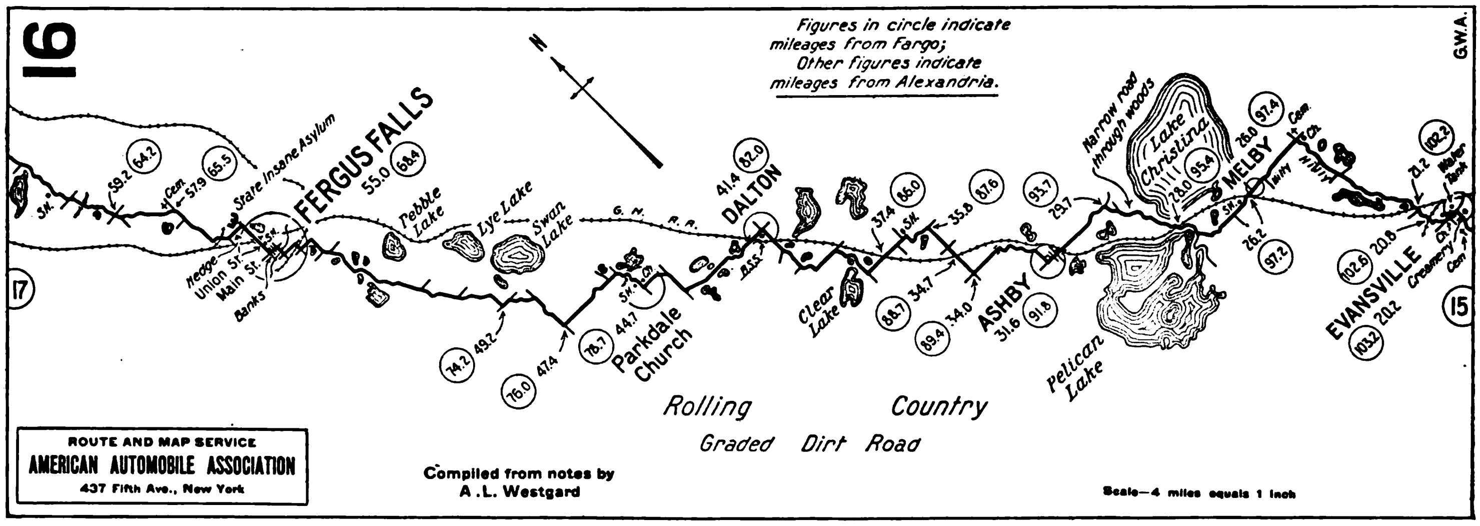
The River-to-River Road is probably more hilly than the pioneer route, but is kept in such excellent condition that riding across this road is like riding on a roller coaster. Should the season be particularly rainy, it might be advisable to use the Pioneer route, as that has some sandy stretches, which are improved, rather than otherwise, by rain. In good weather, the trip of over 550 miles from Chicago can be made comfortably in three days, but in wet weather it may take the greater part of a week.

Between Omaha and Cheyenne, Wyo., there is one complete direct route following the valley of the Platte River and the Union Pacific Railroad through Fremont, Columbus, Grand Island, Kearny, North Platte, Neb., and Julesburg, Colo. This is the identical route followed by emigrant wagons three-quarters of a century ago, and though occasional stretches of sand make slow and uncomfortable traveling, excellent time can usually be made on through trips. Should Denver be included in the itinerary of the Overland Route, that can be done by turning left at Julesburg, passing through Sterling and Ft. Morgan to Denver, and thence north through Ft. Collins to Cheyenne or Laramie. There is also an Omaha-Lincoln-Hastings, Neb., Sterling-Ft. Morgan-Denver, Col., route that can be taken as an option to the North Platte route across Nebraska.

The old route from Cheyenne is through Laramie, Medicine Bow and Rawlins, thence across the Rocky Mountains to Rock Springs, Granger and Evanston, Wyo., shortly beyond which the state line is crossed into Utah, which has always been considered the tough part of the Overland Route. This has been materially shortened and improved by what is known as the Elk Mountain route from Laramie to Rawlins. For several hundred miles the old road followed the original emigrant trail, only slightly widened and improved by subsequent travel. A new road over this long stretch would be a very expensive undertaking—probably beyond the means of a sparsely settled state like Wyoming, but should federal aid be enlisted for highway construction, as some think will be


Compiled from notes by A.L. Westgard
Route & Map Service AMERICAN AUTOMOBILE ASSOCIATION 457 5th Ave. New York
TRAIL TO SUNSET
Figures indicate plate number in "Trail to Sunset" Booklet.
G.W.A.
PACIFIC OCEAN
CALIFORNIA
NEVADA
UTAH
WYOMING
COLORADO
NEBRASKA
IOWA
WISCONSIN
KANSAS
ILLINOIS
INDIANA
MISSOURI
ARIZONA
NEW MEXICO
TEXAS
OKLA.
MEXICO
SAN FRANCISCO
OAKLAND
LOS ANGELES
PASADENA
SAN DIEGO
PHOENIX
GRAND CANYON
DENVER
KANSAS CITY
OMAHA
CHICAGO
RIVER-TO-RIVER ROAD
ARKANSAS VALLEY
SANTA FE TRAIL

Route of the Trail to "Sunset," the first transcontinental line to be completely laid out. It passes through more Indian settlements than any other and runs nearest to the Grand Canyon. Much too hot for midsummer, it is an ideal late fall or early winter route. Great improvements are being made on this line, especially in New Mexico, Arizona and Southern California.


16
Figures in circle indicate mileages from Fargo; Other figures indicate mileages from Alexandria.
G.W.A.
FERGUS FALLS
State Insane Asylum
Pebble Lake
Lye Lake
Swan Lake
G. N. R.R.
DALTON
Parkdale Church
Clear Lake
ASHBY
Pelican Lake
Lake Christina
Narrow road through woods
MELBY
EVANSVILLE
Rolling Country
Graded Dirt Road
17
15
ROUTE AND MAP SERVICE
AMERICAN AUTOMOBILE ASSOCIATION
437 Fifth Ave., New York
Compiled from notes by A.L. Westgard
Scale—4 miles equals 1 inch

Detail of a Stretch in the Minnesota Lake District Along the Northwest Trail. One Comes Into This Part of the Route Shortly After Crossing the Rolling Hills of Wisconsin; Not Far Beyond, as One Travels West, Are the Plains That Extend Practically to the Rockies.

the case, this important stretch will undoubtedly be one of the first to be improved at government expense. Meanwhile, it is simply a rough, wearing journey, but by no means dangerous, needing only extreme care and patience.

In the Arid Country

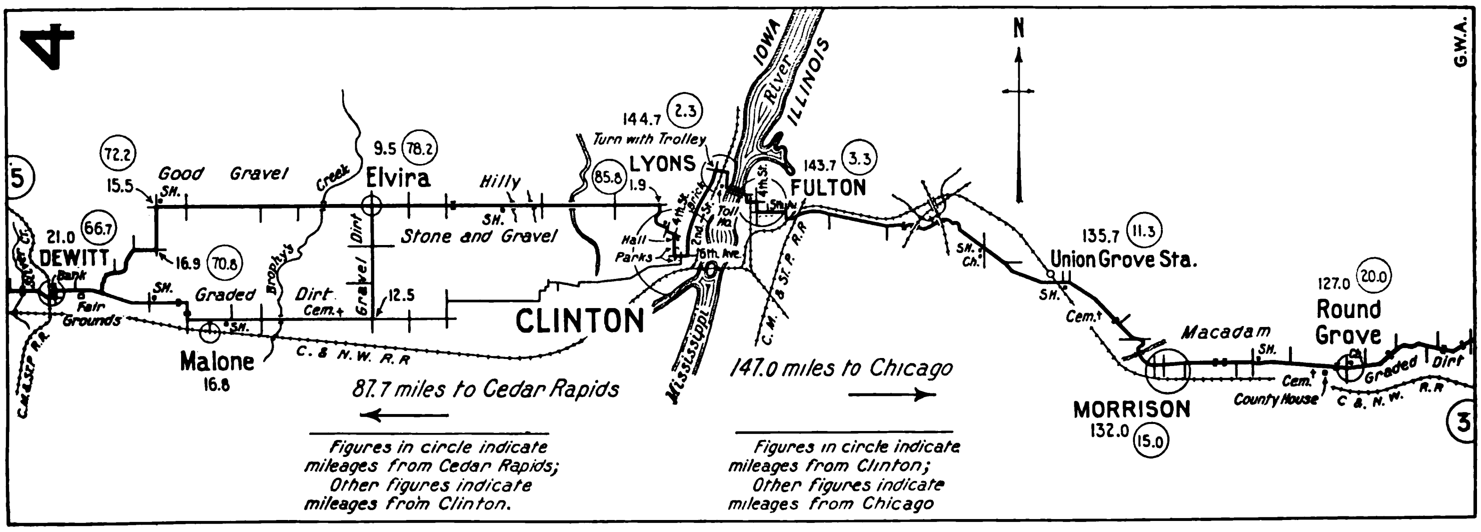
From the time the transcontinental tourist enters Utah until he reaches Reno, Nev., he is traveling over a territory whose roads are less rough than across Wyoming, but it is a more arid, less-settled country; and the "best" route is still a debated question among the people of the two states. After careful consideration of the three available routes, it is our opinion that the best for the motorcyclist, especially when traveling alone, is to keep fairly close to the railroad, for not only does this insure traveling through more towns, but it is a law in the arid states that even the fast "through" trains must stop when flagged to pick up or otherwise aid travelers along their right of way. This occasionally saves a life.

Both of the routes below Salt Lake City are out of touch with the railroads for several days' journey, and while automobile parties with their larger capacity for food and gasoline use them considerably, the lone motorcyclist had better go by Ogden and around the upper side of Great Salt Lake. There is a short-cut from Echo, Utah (just across the line from Wyoming to Ogden), but most of the travel will go into Salt Lake City by way of Ogden, following the main line of the Union Pacific through northern Utah and Northwestern Nevada. Some long, hard and lonesome rides will be necessary to cover this stretch, but the element of danger is reduced to the minimum, and in most cases the entire trip can be made without sleeping outdoors a single night. It is usually possible to stop overnight at the ranch houses, as the owners are usually hospitable to transcontinental tourists.

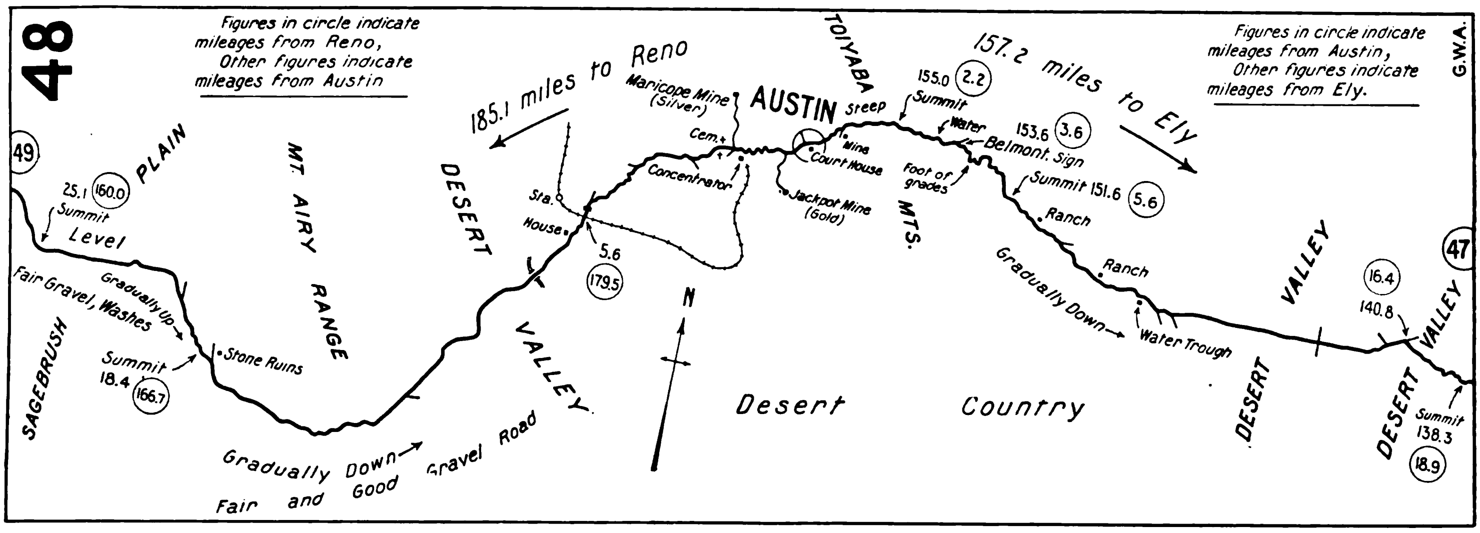
Mention should be made of the important connection between Salt Lake City and Los Angeles, for the benefit of those who may desire to travel the Overland Route and then drop down to southern California, instead of continuing nearly direct west to San Francisco. In doing this Ely, Nev., is the first important objective point from Salt Lake City, and may be reached by rounding the head of Salt Lake to Cobre, and then down to Ely, Tonapah, Goldfield, etc. (as sketched in the Midland Route). Or, if one does not fear the desert, time and distance may be saved by striking nearly direct across the long, arid and largely uninhabited stretches between Salt Lake City and Ely; one who decides to do this will be pleasantly surprised to find a fairly well-defined road, used principally by the mine owners and engineers of Tonapah and Goldfield, who are accustomed to the desert and make their frequent trips over the shortest and quickest way.

Fine Approach to the Pacific Coast

Before coming to Reno, Nev., all the principal routes from Salt Lake City merge, dividing again at Reno into two main lines,


4
N
G.W.A.
IOWA
ILLINOIS
Mississippi River
LYONS
Turn with Trolley
FULTON
Elvira
CLINTON
DEWITT
Malone 16.8
Good Gravel
Hilly
Stone and Gravel
Graded Dirt
C. & N. W. R.R
87.7 miles to Cedar Rapids
147.0 miles to Chicago
Union Grove Sta.
Round Grove
Macadam
Graded Dirt
MORRISON 132.0 (15.0)
5
3
Figures in circle indicate mileages from Cedar Rapids; Other figures indicate mileages from Clinton.
Figures in circle indicate mileages from Clinton; Other figures indicate mileages from Chicago

How the "Overland Trail," the Central Transcontinental Line, Crosses the Mississippi River, and Details Along Several Miles of That Route in Both Illinois and Iowa. This is a Part of the Route Finally Selected for the Proposed "Lincoln Highway," Much to the Chagrin of Rock Island, Moline and Davenport, a Short Distance South on the River-to-River Road.


48
Figures in circle indicate mileages from Reno, Other figures indicate mileages from Austin
185.1 miles to Reno
Maricopa Mine (Silver)
AUSTIN
TOIYABA MTS.
Steep
155.0 (2.2)
Summit
157.2 miles to Ely
Figures in circle indicate mileages from Austin, Other figures indicate mileages from Ely.
G.W.A.
49
25.1 (160.0)
Summit
Level
PLAIN
MT. AIRY RANGE
DESERT VALLEY
Sta. House
Cem.
Concentrator
Mine
Court House
Jackpot Mine (Gold)
Foot of grades
Water
153.6 (3.6)
Belmont Sign
Summit 151.6 (5.6)
Ranch
Ranch
Gradually Down
Water Trough
DESERT VALLEY
47
(16.4)
140.8
DESERT VALLEY
Summit 138.3 (18.9)
5.6 (179.5)
N
Desert Country
Gradually Down
Fair and Good Gravel Road
SAGEBRUSH
Fair Gravel, Washes
Gradually Up
Stone Ruins
Summit 18.4 (166.7)

Typical Stretch of Country in the Mining Regions of Central Nevada, on the Way from Salt Lake City and Ely to Reno, Carson City and Sacramento. A Glance at the Map Itself Will Indicate the Sparsely Settled Country and Rough Traveling; But the Element of Danger Has Been Practically Eleminated.

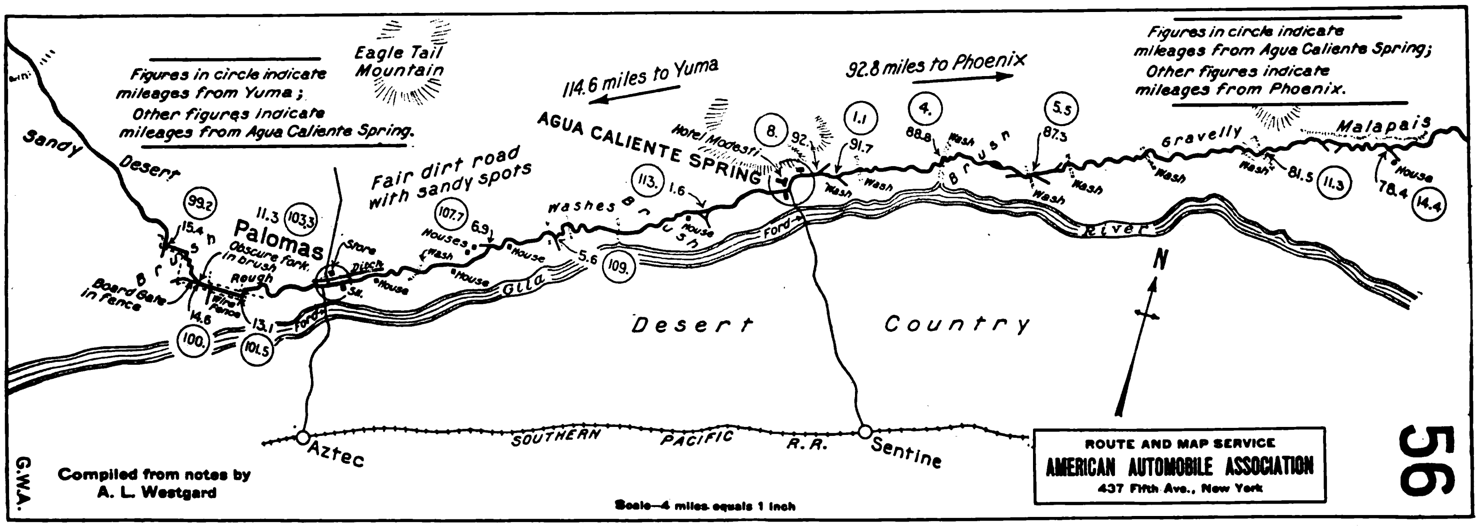
one going south to Carson City and along the lower side of Lake Tahoe to Sacramento, and the other taking the north side of Lake Tahoe through Truckee to the California capital. Up to this time, most of the travel has gone over the Carson City route, but many improvements are being made on the upper side of the lake—especially to encourage round trips from San Francisco—and the motorcyclist starting west from Reno can take local advice without much danger of making a mistake. The road from Sacramento to Stockton and Oakland is a splendid boulevard most of the way, and makes a trip over this route a special pleasure. From Oakland it is necessary to take ferry across the Bay to San Francisco.

Mention should also be made of the important connection from the "Overland Route" in southwestern Utah, up through southern Idaho and northeastern Oregon into the State of Washington. This is the general route for rail travel via Colorado or Wyoming to Portland, Ore., Seattle, Tacoma, Spokane, etc.; but while it is somewhat traveled by motorcyclists and automobilists, the route has been so far neglected by the pathfinders, and no specific information with mileages has yet been compiled over it. Under these circumstances trips cannot be planned over it with much satisfaction.

The problem as to the best connection from this central transcontinental highway to Yellowstone National Park is still unsolved; as yet it is not very important, considering that motorcycles are prohibited from using the roads of the park, although various interests are working against these restrictions. A change is probably not far distant, and then a large proportion of motorcycle travelers over the "Overland Route" will leave the direct road in order to visit that wonderland. This can undoubtedly be done by roads going north and northwest from Cheyenne, Laramie or Point of Rocks, Wyo., through the Jackson's Hole country, or up from Pocatello, Idaho, to the western edge of the Park at Yellowstone Station, on the Oregon Short Line R. R.; but there will be no strong incentive to lay out and develop these routes until the roads of the park are open to all the travelers who have gone so far to reach them.

The All-Northern Route

So far as the present development is concerned, there remains only one more (a fourth) practicable transcontinental route—that from Chicago to Spokane, Wash., with one line from that city to Seattle, Wash., and another to Portland, Ore. This is practicable only from June to September, as it is necessary to cross the upper Rocky Mountains at a great altitude, through passes which are closed by snow for at least half of the year. But it affords the shortest and most natural connections to Yellowstone National Park, and is the only route to Glacier National Park; it


Eagle Tail Mountain
Figures in circle indicate mileages from Yuma; Other figures indicate mileages from Agua Caliente Spring.
114.6 miles to Yuma
92.8 miles to Phoenix
Figures in circle indicate mileages from Agua Caliente Spring; Other figures indicate mileages from Phoenix.
Sandy Desert
AGUA CALIENTE SPRING
Hotel Modesti
(8.) 92.
(1.1) 91.7
(4.) 88.8
Wash
(5.5) 87.5
Gravelly
Malapais
Wash
Wash
81.5 (11.3)
House
78.4 (14.4)
Fair dirt road with sandy spots
(113.) 1.6
Washes
(107.7) 6.9
Houses
Wash
House
5.6 (109.)
(99.2) 15.4
11.3 (103.3)
Palomas
Obscure fork in brush
Rough
Store
Ditch
Board Gate in Fence
Wire Fence
14.6 (100.)
13.1 (101.5)
Ford
Gila
River
N
Desert Country
Aztec
Southern Pacific R.R.
Sentinel
ROUTE AND MAP SERVICE
AMERICAN AUTOMOBILE ASSOCIATION
437 Fifth Ave., New York
56
G.W.A.
Compiled from notes by A. L. Westgard
Scale—4 miles equals 1 inch

Detail Along the Gila River, in Arizona, on the "Trail to Sunset." Note the Frequent Mention of "Wash," Meaning a Break in the Surface of the Road. These Are Bothersome Places and Must be Taken With Care. Future Road Improvement Will Do Away With Most or All of Them.

will be traveled by an increasing number of motorcyclists and automobilists when these parks are opened up. It will also be a favorite route for parties making a double transcontinental tour (no longer anything extraordinary), going by one of the lower lines and returning by the all-northern route, or vice versa, depending on the season.

Leaving Chicago, the "Northwest Route" follows up the west side of Lake Michigan to Milwaukee, thence across the heart of Wisconsin through Madison to LaCrosse, where the Mississippi is crossed into Minnesota. It touches Winona and passes through Rochester to St. Paul and Minneapolis, following the main line of the Northern Pacific R. R. west through St. Cloud and Fergus Falls, Minn., Fargo, Bismark and Dickinson, N. D., Glendive, Miles City and Billings, Mont., to Livingston, where a southward turn is made to the main entrance into Yellowstone Park at Gardiner, Mont. From Minneapolis to Glendive the route is nearly straight across the prairies of Minnesota and North Dakota, but after crossing the Montana State Line, one comes along the Yellowstone River, whose windings are followed for several hundred miles.

While present restrictions remain on the parks, the motorcyclist who wishes to take one or more of the stage rides, should leave his machine at Livingston, and go down to Gardiner by train, returning to Livingston to resume the transcontinental trip. At the next important town, Bozeman, the option is offered of taking a slightly longer run to the north to pass through Helena, the State capital, or of taking the shorter way through Butte, the routes coming together again before reaching Missoula. The next point beyond Missoula is Ravalli, where the main line would be left for a northward detour to Glacier National Park; the main line continues more directly west through Wallace and Coeur d'Alene, Idaho to Spokane, the principal city in eastern Washington.

Reaching the Pacific Northwest

The direct road across the State to Seattle is greatly interfered with by the most difficult pass on any one of the four routes—Snoqualmie Pass—across the Cascade Mountains, with several grades up to 35 per cent.; these grades are too numerous and too severe to be recommended to the average tourist, but they have been negotiated several times by both automobiles and motorcycles. Lately a voluntary organization of business men has been formed at Seattle to reduce the grades and improve the road through the Pass by clearing out the large stumps and widening the highway. This will probably take at least two or three years, and meanwhile one who wishes to be perfectly safe had better ship between Spokane and Portland, Tacoma and Seattle.

EDITOR'S NOTE.—Mr. Bruce's article and the accompanying maps make up the most complete and authoritative treatise on transcontinental touring that has so far appeared in any publication. The maps embody the latest revisions, and are based throughout upon the personal notes of A. L. Westgard, the veteran transcontinental pathfinder. Better maps of the standard cross-country routes are not available at any price.

This feature has been obtained at a considerable outlay of time and money, and in presenting it we are convinced that we offer motorcyclists the most valuable work on national touring that has ever been prepared for their benefit.

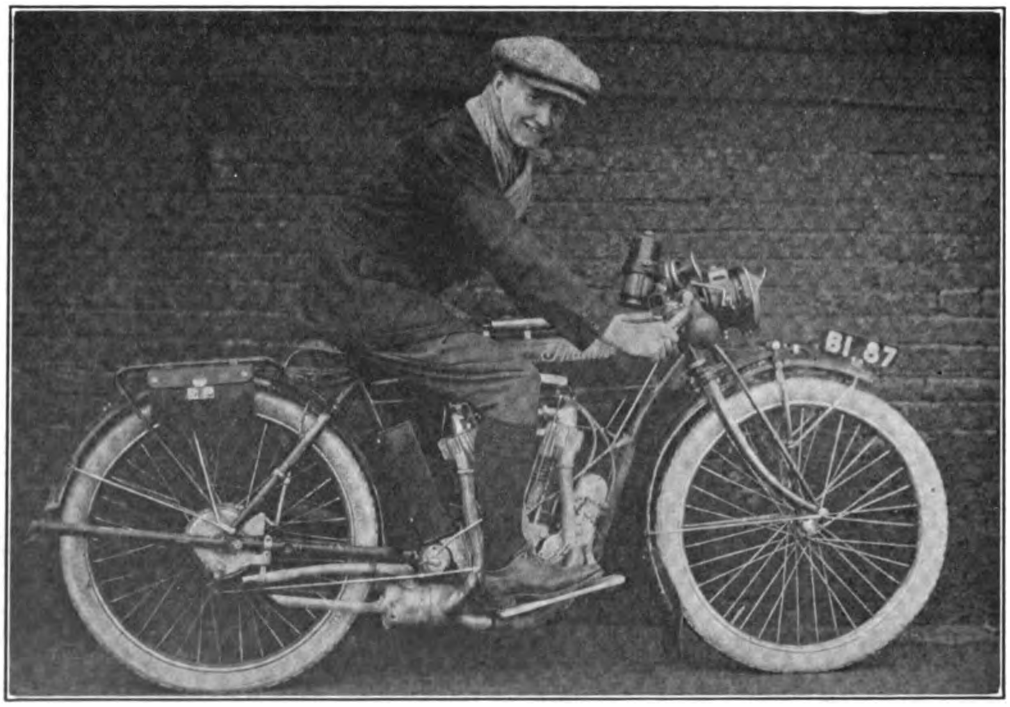
Portland, Ore., is naturally the most important route center in the Pacific Northwest, but it has always lacked a good direct connection to and from the East. A fair route can be traveled southwest from Spokane to Walla Walla, and thence west along the Columbia River to The Dalles, where the majority of tourists have been accustomed to take the frequent boat service to Portland. Now, however, a scenic highway is under construction between these two important points, to be finished within a year; this will not only add greatly to the travel into Portland from the East, but will stimulate the improvement of Snoqualmie Pass in order to encourage the normal amount of travel to run into Seattle. In any event road conditions on the Pacific end of the "Northwest Trail" are certain to be greatly improved in the reasonably near future.

These brief sketches of the four practicable cross-country routes of today will enable the long distance motorcyclist to choose between them for his particular purpose. A trip over any one of them will supply plenty of scenery with the spice of adventure. The average time between the Atlantic and the Pacific is about 35 days, on all but the "Northwest Trail" and about 40 days for that. The all-Canadian route is no doubt possible, but not as yet practicable in the true sense of that term.

SOUTH AMERICA AS A BROAD EXPORT FIELD

IN the contest for the trade of South America, three nations—England, Germany and the United States—are the great competitors, according to a publication, *"South America As An Export Field,"* just issued by the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce. Germany and England both lead the United States, the former having in 1912, about $177,100,000 of the import trade and the latter $275,400,000, as compared with $152,900,000 of imports supplied by the United States. Several causes have contributed to this lead of the two European countries, but the chief one is that both have been on the ground and working for the trade for many years. The exporters of the United States have made serious efforts to enter the market only in the last four or five years. The very large amount of British capital invested in all parts of South America has also been an important factor in promoting British trade, while the German thoroughness in matters of detail and the German banks have served to build up an enormous German import trade.

The publication mentioned gives a short survey of the geographical economic and commercial features of the countries of South America, and is intended to serve as a basis of study of the markets there by prospective American exporters. The transportation system of each country is reviewed and plans for future construction noted. The latest available statistics of foreign commerce of each country are given in the monograph, and the proportion of the imports supplied by the three leading countries — England, Germany and the United States —in recent years is set forth. It should prove of interest to all business men whose attention has been turned toward the southern continent as a field for future trade promotion. Copies of the bulletin (South America as an Export Field, Special Agents' Series No. 81) can be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., for 25 cents per copy.



E. A. Colliver, On His Indian, Winner of Jarrott Cup in Run from London to Land's End. The Run Was Described in Last Issue.

During the last auto show at Pittsburgh, Pa., Miss Elsie E. Endlor purchased a 4 h. p. two-speed Indian. Miss Endlor is the first Pittsburgh girl to handle her own mount.

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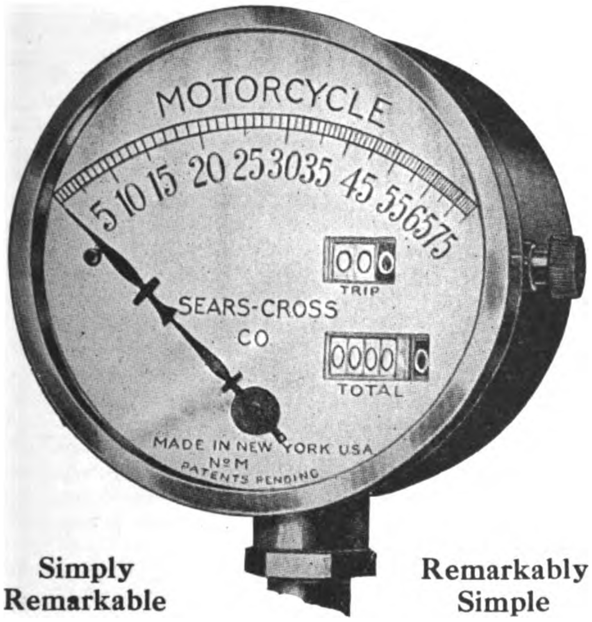

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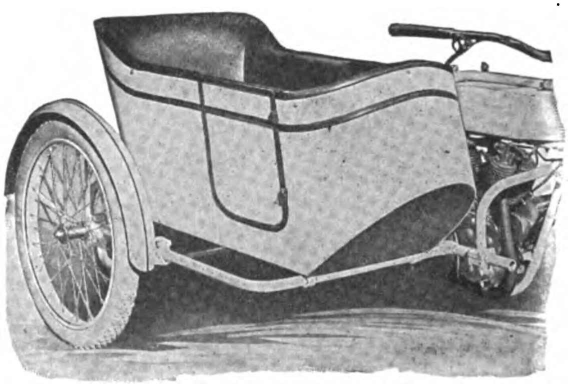

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Many Gold-Medal Riders in Invincible Run

Out of 126 Starters in Big Annual Event 60 Are Credited with Perfect Scores, One of the Medals Going to Nervy Girl Contestant—Brooklyn Club Achieves Brilliant Success—Team Competition Was Keen and Several of the Scores Are Still in Doubt.

ONE of the most successful endurance runs held in the East in years was the third annual spring run of the Invincible Motorcycle Club, of Brooklyn, N. Y. The day, Sunday, May 3, was typical of May's best, which is evinced by the fact that fifty post entries were received Sunday morning. There were 128 entrants, only two of whom did not start, and 60 of whom kept their scores intact.

Prominent among the perfect scorers were Miss Frances Loeb, who finished like a veteran, and Frank Hart, the former amateur champion. Hart, although he was the last rider to check out at Columbus Circle, was the first rider to check in at the last control. Particular interest attaches to Miss Loeb's performance in view of the fact that prior to the run it was reported by some riders of New York City that it would be impossible for any motorcyclist to cover the course in the time allowed. Miss Loeb will be awarded a gold medal.

How the Prizes Were Awarded

The trophy cup, valued at $25 and donated by the Texas Company, was won by the New Jersey M. C., of Newark. Eleven members of that club received perfect scores. The first team prize, five sets of Pennsylvania Vacuum Cup tires, was won by the Indian team, of Brooklyn. The Excelsior team, of Newark, also finished with perfect scores so the prize was awarded to the team having the better average time. The riders of the Brooklyn team were: Charles J. Davis, M. C. Towns, J. B. French, Roger Mason and John U. Constant. The second team award, five Corbin-Brown speedometers, will probably go to the squad made up of J. J. Cox, Frank Hart, E. L. McClintock, Robert Wiley and C. R. Burbank. In order to be eligible for a prize the contestant must have been a member of the F. A. M. at the time of the event, and for that reason Burbank forfeits the prize to which his perfect score would otherwise entitle him. His entry blank was marked "F. A. M. number applied for," but F. A. M. Secretary Gibson reports that he did not receive the application. Burbank states that he can furnish affidavits from two people who saw him send the membership application, accompanied by two dollars, to the Federation secretary. If this is the case the letter probably was lost in the mails. The affidavits referred to will be submitted to Chairman John L. Donovan of the F. A. M. Competition Committee. In case Chairman Donovan rules against Burbank the team will still be in a tie for the prize, which will then have to be awarded according to the best average time.

Riders Outside the Time Limit

Following are the entrants who did not finish within the time limit: A. F. Baker, Brooklyn, Harley-Davidson; C. H. Edwards, Brooklyn, Harley-Davidson; E. L. Parris, Jr., New York, Eagle; Walter Ginger, New York, Eagle; E. R. Dumie, Richmond Hill, Harley-Davidson; C. G. Martens, Mt. Vernon, Harley-Davidson; C. Dwyer, New York, Eagle; Mrs.

The Big Squad of Perfect Scorers

NAME.	ADDRESS.	MACHINE.	CLUB.
C. J. Davis	Brooklyn	Indian	Invincible
M. C. Towns	New York	Indian	Invincible
J. B. French	Brooklyn	Indian	Invincible
Roger Mason	New York	Indian	Invincible
J. U. Constant	Brooklyn	Indian	Invincible
L. D. Colon	Newark	Excelsior	New Jersey
E. D. Holton	Newark	Excelsior	New Jersey
P. M. Bohsen	West Orange, N. J.	Excelsior	New Jersey
H. Wiener	Newark	Excelsior	New Jersey
A. C. Bohsen	West Orange, N. J.	Excelsior	New Jersey
D. LeR. Dressner, Jr.	Waterbury, Conn.	Harley-Davidson	
H. L. Burn	Brooklyn	Henderson	Invincible
H. B. Coryell	Newark	Yale	New Jersey
F. W. Stevens	Newark	Yale	New Jersey
O. W. Stevens	East Orange, N. J.	Yale	New Jersey
J. Cobban, Jr.	New York	Puegeot	
O. Steele	Midland Park, N. J.	Indian	North Jersey
John Steele	Midland Park, N. J.	Indian	North Jersey
H. Snyder	Paterson, N. J.	Indian	North Jersey
J. D. McGarry	Orange, N. J.	Indian	North Jersey
L. Jeanroy	New York	Dayton	Empire
H. Krumeich	New York	Reading Standard	Riverside
A. Drazer	New York	Reading Standard	Riverside
V. C. Pelezzare	New York	Reading Standard	Riverside
John Cox	New York	Indian	Touring Club
Frank Hart	New York	Excelsior	Touring Club
E. L. McClintock	New York	Excelsior	Touring Club
R. Wiley	New York	Excelsior	Touring Club
A. Corwin	New York	Indian	Longwood
Miss Frances Loeb	New York	Indian	Longwood
W. Stoudt	Reading, Pa.	Reading Standard	
Jacob S. Dysher	Reading, Pa.	Reading Standard	
G. Hillyer	Brooklyn	Excelsior	
A. E. Fisk	New York	Yale	
W. F. Von Lehn	Brooklyn	Indian	
W. B. Wells	Brooklyn	Indian	
H. Heldt	Yonkers	Indian	Yonkers T. C.
G. A. Ellis	Yonkers	Indian	Yonkers T. C.
E. W. Brusie	Yonkers	Indian	Yonkers T. C.
Joe Nasko	Yonkers	Indian	Yonkers T. C.
R. A. Cabot	Yonkers	Pope	Yonkers T. C.
H. Curry	Yonkers	Pope	Yonkers T. C.
I. W. Bannard	Brooklyn	Indian	Touring Club
J. S. Hagenbush	Worcester, Mass.	Indian	Touring Club (N. Y.)
B. Goldstein	New York	Indian	Crotona
H. Clark	Worcester, Mass.	Indian	Touring Club (N. Y.)
B. Hayford, Jr.	Wakefield, N. Y.	Pope	Bronx
P. H. Hagaman	Irvington, N. J.	Indian	New Jersey
R. Weiner	New York	Excelsior	
C. R. Dorch	Bridgeport, Conn.	Indian	
P. S. Kaufman	Yonkers	Indian	
J. B. Asay	Red Bank, N. J.	Indian	

Scores of the Following Were in Doubt at Latest Reports.

N. H. Schickel	Stamford, Conn.	Schickel	
W. A. MacDougall, Jr.	Newark	Harley-Davidson	New Jersey
J. David	Hempstead, L. I.	Harley-Davidson	College Point
C. R. Burbank	New York	Merkel	Touring Club
S. W. Hannas	Yonkers	Indian	Touring Club
M. Ferraro	Tuxedo, N. Y.	Merkel	
T. Boynton	Bridgeport, Conn.	Thor	
G. J. Stahl	New York	Emblem	

H. Hillyer, Brooklyn, Excelsior; Herbert Hillyer, Brooklyn, Excelsior; M. McMahon, Jr., Newark, N. J., Indian; Harold G. Meissner, Brooklyn, Excelsior; H. M. Bradbury, Brooklyn, Indian; R. DiPaoto, Brooklyn, Excelsior; H. Romaine, Yonkers, Pope; E. Danner, Yongers, Pope; J. P. Mulvihill, Fair Haven, N. J., Indian; L. J. Tetley, Red Bank, N. J., Indian; Sidney Davis, Red Bank, Excelsior; O. S. Brant, New York, Indian; W. C. Curry, Louisville, Ky., Indian; F. Christman, New York, Indian; Roy Landis, New York, Indian; Dr. Levitt, New York, Indian; E. O. Hussey, New York, Dayton; G. Baldwin, Irvington, N. J., Excelsior; H. Edward, Brooklyn, Harley-Davidson; C. Meyer, New York, Jefferson; A. Dobrin, Passaic, N. J., Indian; W. Houck, Passaic, N. J., Indian; H. E. Stout, New York, Henderson; M. M. Aiken, Brooklyn, Henderson (did not start); G. L. King, Brooklyn, Harley-Davidson (did not start); I. B. Pleasant, Brooklyn, Indian; L. J. Weber, Brooklyn, Excelsior; H. Langer, Glendale, N. Y., Indian; W. S. Pollard, New York, Excelsior; H. E. Hill, East Orange, N. J., Indian; A. W. Herrington, Madison, N. J., Harley-Davidson; J. Lang, Waterbury, Conn., Harley-Davidson and sidecar; V. Brunzel, New York, Schickel; J. B. Werner, Passaic, N. J., Jefferson; W. Wesley, Passaic, N. J., Jefferson; W. Kuchler, Passaic, Jefferson; A. Seifert, Passaic, Jefferson; C. B. Hay, Hackensack, N. J., Jefferson; G. Rickert, College Point, N. Y., Excelsior; Gene Coughlin, New York, Reading Standard; Russell I. Roberge, New York, Reading Standard; S. Slossen, Dongan Hills, N. Y., Reading Standard and sidecar; S. A. Collins, Brooklyn, Excelsior; A. G. Chapple, Brooklyn, Dayton and sidecar (finished 20 minutes late); M. E. Flamer, New York, Harley-Davidson; F. Kammenzind, New York, Dayton; T. J. Lyons, Jr., Yonkers, Thor; C. A. McCracken, College Point, Indian; Eugene Wiltke, College Point, Indian; P. D. Thorne, New York, Reading Standard; A. Powers, Brooklyn, Indian; John Baker, Stamford, Conn., Schickel; H. W. Buchanan, Stamford, Conn., Schickel; A. Hamblin, Tuckahoe, N. Y., Yale; B. Huerlander Tuckahoe, Yale; R. Osborne, New York, Indian; H. H. Skinner, Stamford, Conn., Schickel; J. Kop, Paterson, N. J., Indian; Walter Sanson, Bridgeport, Conn., Thor; F. LeRoy, Bridgeport, Conn., Thor; N. Lamberg, Bridgeport, Conn., Thor; G. Brewer, Bridgeport, Thor; and G. J. Pierson, Bridgeport, Thor.

Arthur Chapple, With His Dayton Combination, Plowing Through a Miniature Lake on the Invincible Run. Chapple Made a Remarkable Showing With His Sidecar Outfit, and Finished Only 20 Minutes Late.

CHICAGO M. C. TO HAVE TWO BIG RACING DAYS

CHICAGO, Ill.—The Chicago Motorcycle Club will hold a two-day race meet at the Hawthorne track May 30-31, for which entry blanks are now ready. The entrance fee for professionals will be two dollars and amateurs will be taxed only one dollar. The committee in charge of the track and entries is made up of R. T. Purdy, C. H. Lang, Fred Huyck, Harvey Bernard and William Walsh.

The events: May 30—3-mile novice, 61 cu. ins. class—prizes, merchandise valued at $15, $10 and $5; 5 miles, 30.50 cu. ins. class, amateur—prizes, merchandise valued at $15, $10 and $5; 5 miles, 61 cu. ins. class, professional, for strictly stock machines having 65-inch wheelbase or over and with mudguards, exhaust pipes and upturned handlebars—cash prizes, $40, $20 and $15; 5 miles, for amateurs, 61 cu. ins class—prizes, merchandise valued at $15, $10 and $5; 10 miles, professional, 61 cu. ins. class—cash prizes, $50, $25 and $15.

May 31: 3-mile club championship for amateurs, stock machines, 61 cu. ins. class—prize, loving cup; 5 miles, professional, 61 cu. ins. class—cash prizes, $40, $20 and $15; 10 miles, amateur, 61 cu. ins. class—prizes, merchandise valued at $15, $10 and $5; 10 miles, professional, 61 cu. ins. class, for stock machines having 65-inch wheelbase or over and with mudguards, exhaust pipe and upturned handlebars—cash prizes, $50, $25 and $15; 5 miles for sidecar combinations, stock machines, 61 cu. ins. class, amateur—prizes, merchandise valued at $20, $15 and $10; 15 miles, professional, 61 cu. ins. class—cash prizes, $60, $30 and $25.

The Chicago M. C. is being aided by the Chicago Motor Speedway Co., which is preparing to build a track at Hawthorne that will rival the famous speedway at Indianapolis. The company plans to spend about $450,000 to build a mile and a half brick track, with banking at the turns. A grandstand is promised that will have a seating capacity of 60,000. Work on the track is to be started at once, so that races can be staged late in the summer.

DRY GINGER ALE
LADIES'
PARK
UNITED

Miss Frances Loeb (in White Riding Suit), Who Piloted Her Indian to a Perfect Score in the Invincible Run. She Had Several Bad Spills Owing to the Heavy Roads, but Always Managed to Continue Riding.

ROBERT S. MORTON

His many friends will be shocked to learn of the death of Robert S. Morton, of Brooklyn, who passed away Monday night, May 5, after an illness of six months. Bob Morton was one of the most active motorcycle enthusiasts in the metropolitan district. For many years he was prominent in the F. A. M., having preceded Dr. Thornley as chairman of the Competition Committee. He is survived by his widow.

CLINTON-DAVENPORT RUN

A large number of motorcycle riders of Clinton, Iowa, participated in a run to Davenport a short time ago and reported a fine time.

The roads around these two cities are in excellent condition, and the boys expect to make a number of runs this summer.

W. F. Beck, of Memphis, Tenn., who has ridden a motorcycle five years, claims that his machine has covered 135,000 miles.

The Indian
SPRING ISSUE

Is one to which any man of science or mechanics will doff his hat and acknowledge the only proper form of spring suspension that should be applied to a motorcycle.

The Indian Cradle Spring Frame is the first and only true form of scientific engineering of spring suspension applied to a motorcycle.

Any school boy who examines the spring construction and application of them to the Buggy, Wagon, Truck, Automobile, Motor Truck, Locomotive or Pullman Car, can appreciate the great value of the Cradle Spring Frame, which can only be found on the Indian Motorcycle.

The lines of least resistance we did not follow, and endeavor to make an enlarged form of the old bicycle spring seat post suffice. Our years of bicycle experience has taught us that if it would not fill the bill on a slow propelled bicycle, it could not on a fast moving motorcycle.

Then, again, the principle was wrong, for it never could eliminate the shock. In order to do this, the vehicle, as well as the rider, must be suspended on springs.

You would not agree with a mechanic who would attempt to use a leaf spring for a main spring in a town clock.

We believe that we would receive and be entitled to the same criticism if we had not adopted the proper kind of springs and suspension, in the construction of the Indian Motocycle.

If you were offered 65c. in pennies, or $10.00 in gold, and you accepted the 65 pennies, it would not be long before you would hear: "It is, indeed, a sad case!"

The Indian Cradle Spring Frame gives the rider each day during the year's four seasons, Golden Days of pleasure and comfort.

The Indian dealer gives his customer greater values, without extra charge, than it is possible to obtain elsewhere.

Hendee Manufacturing Company

Springfield, Mass.

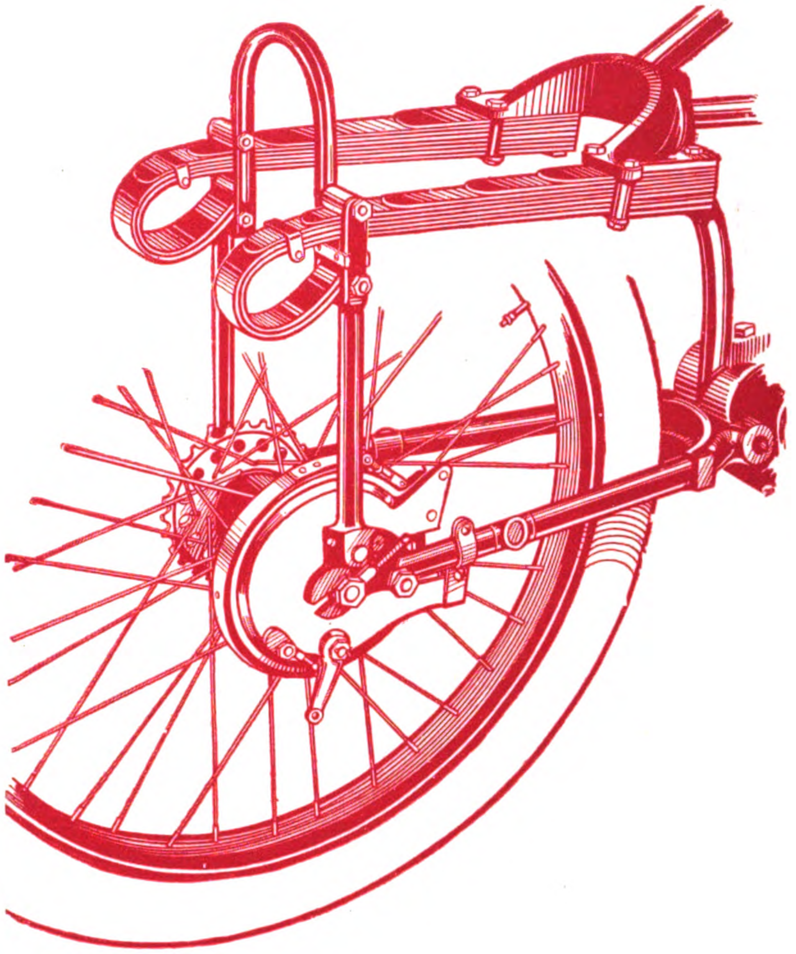
(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago Dallas Kansas City Minneapolis Denver San Francisco
Atlanta Toronto Melbourne London

A Free Distribution of Over A Quarter Million Dollars

Among the riders of Indian Motocycles during 1914



Every purchaser receives his proportionate share of this amount invested in the Cradle Spring Frame. For we have not asked or added the cost of its adoption to the selling price of the Indian Motocycle.

ITS VALUE IN COMFORT AND PLEASURE

can not be measured in DOLLARS and CENTS. Fortunate is the dealer who has an article to sell that others would like to imitate.

A letter from you regarding unoccupied territory will receive prompt attention.

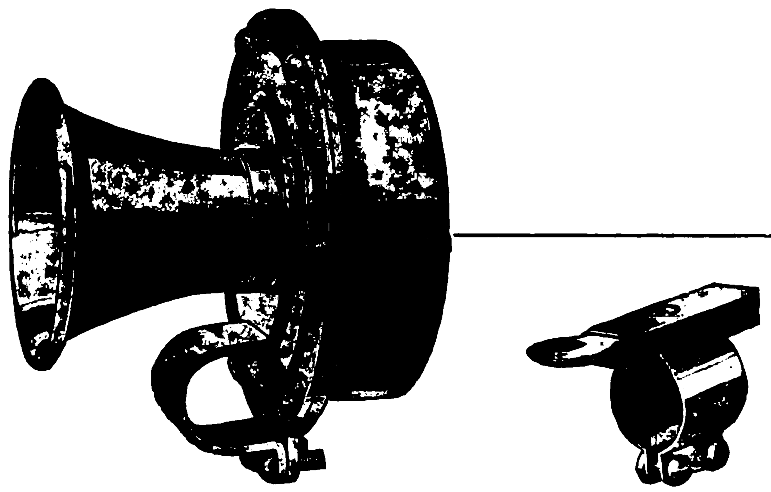
Hendee Manufacturing Company

Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago
Dallas
Atlanta
Kansas City
Toronto
Minneapolis
Melbourne
Denver
London
San Francisco



MOTORCYCLE SIGNAL de LUXE

$3.85
Ready
To Attach

MAXO II

$3.85
Ready
To Attach

An Ideal Motorcycle Signal Performing Every Function of the Large Automobile Electric Signals

It will secure you the right of way under any traffic conditions

The MAXO II is not a make-shift automobile electric horn cut down to motorcycle size.

It is of special design and construction, being built exclusively for motorcycle usage.

The quality of MAXO II is known.

It is of similar construction and material used originally in Tuto Signals selling at $14.

Nothing contained in the MAXO II is experimental or untried. It is a proven product in all that the name implies.

DEALERS: Are you in a position to deliver MAXO II? It will be more in demand than all motorcycle signals combined. Our advertising and sales making campaign will place MAXO II before the motorcyclists everywhere. They will not accept a substitute for MAXO II—you must deliver the goods or lose the sale.

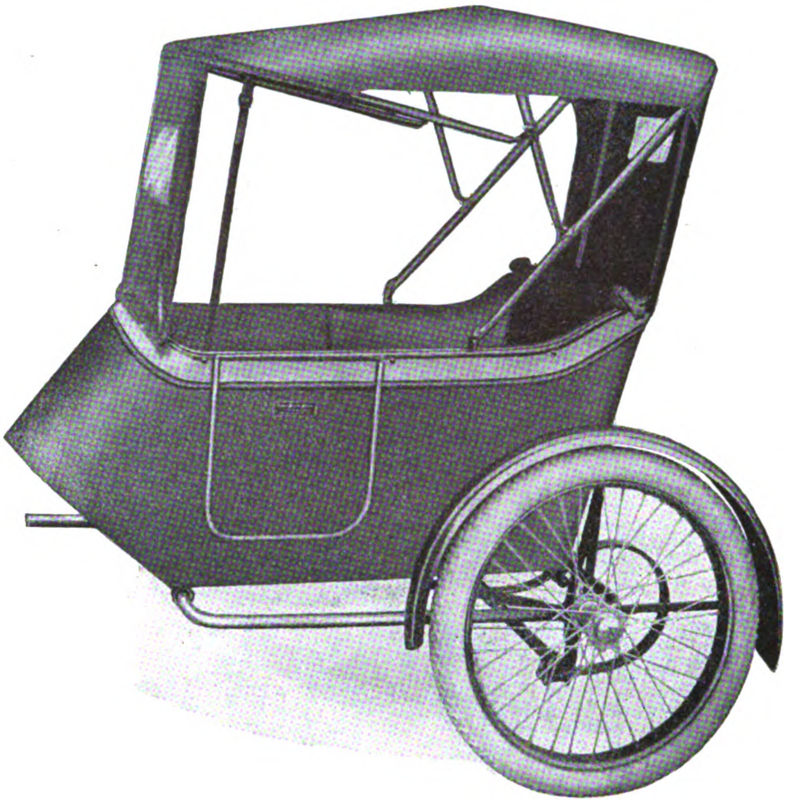
Our selling arrangement and Agency discount permits you a splendid profit margin on each sale and MAXO II sales multiply fast. Our introductory proposition on request.

The Garford Manufacturing Company

Successors to THE DEAN ELECTRIC CO.
3603 Olive Street
ELYRIA, OHIO, U. S. A.

DISTRIBUTORS:
The Garford Mfg. Co., Kansas City, Mo.
The Dean Electric Co., Seattle, Wash.
The Dean Electric Co., Los Angeles, Cal.
The Sumter Telephone Supply Co., Sumter, S. C.

Accept Our Invitation to Ride in the DUNHAM SIDE CAR



For the first time in the history of the side car, we extend to the men and women of America a cordial invitation to enjoy the delights and pleasures of side-carring.

It is not necessary that you own a motorcycle to take advantage of our treat—we want you to know that the Dunham Side Car opens up a world of new pleasures, new delights, new ways to spend vacations.

DUNHAM SIDE CAR WEEK

May 24th to May 31st, Inclusive

Leading dealers everywhere are co-operating to make Dunham Side Car Week a National event. Don't miss this opportunity of enjoying a trip in the Dunham Side Car—the car that sells on its merits.

We are content to let the Dunham do its own talking. In accepting our invitation you are not placing yourself under any obligation whatsoever.

Fill in the coupon and mail today

Send the Coupon Today

We will make all arrangements for the trip.

DUNHAM SALES COMPANY AURORA, ILL.

APPLICATION CARD

M. I. (For Dealer's Use)

DUNHAM SALES CO., Aurora, Ill.

Gentlemen: I am interested in "Dunham Side Car Week." Please send me full particulars and give me all necessary instructions.

Name ....

Address ....

City.................... State....................

APPOINTMENT CARD

M. I.

DUNHAM SALES CO., Aurora, Ill.

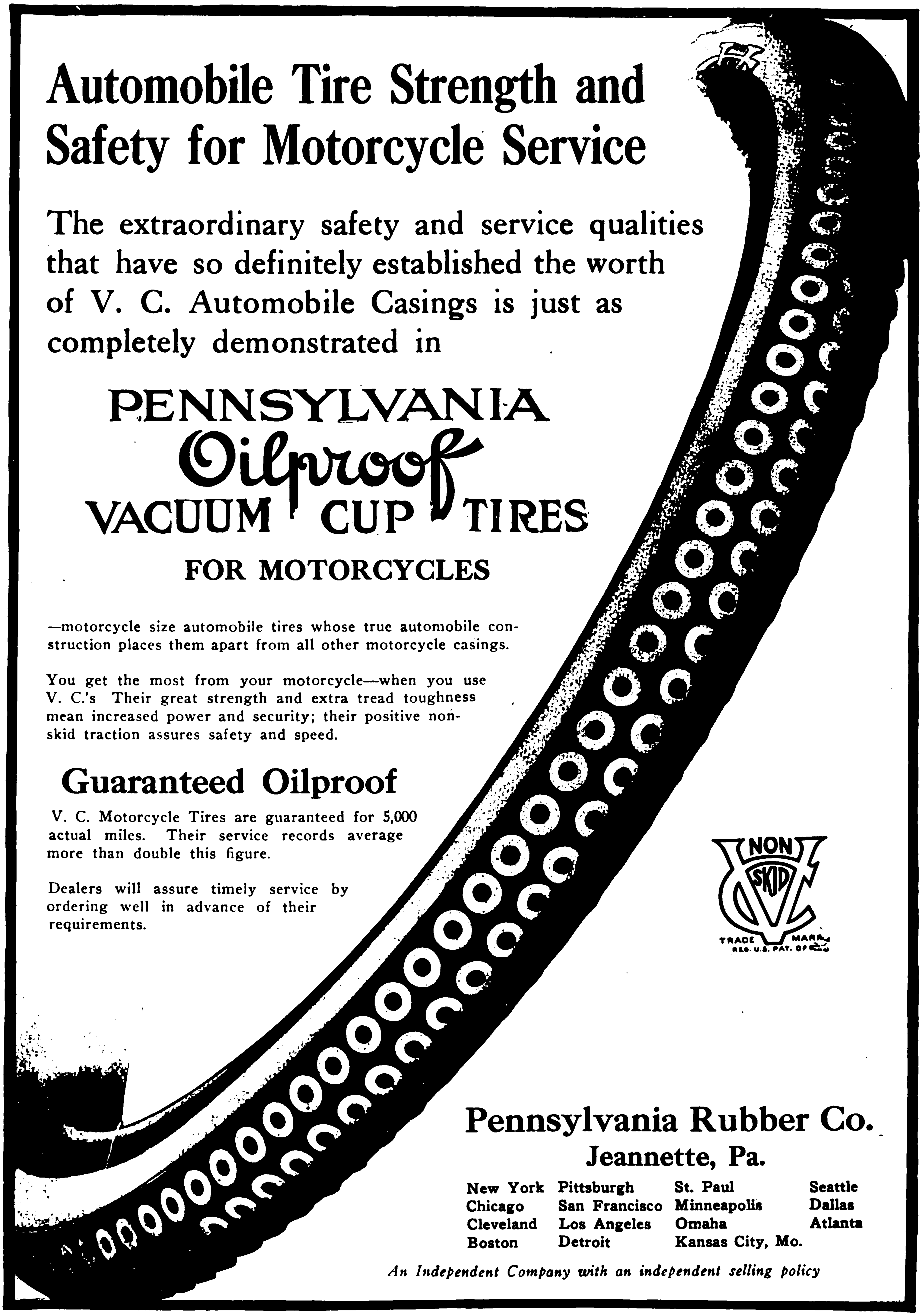
Gentlemen: I will be pleased to accept your invitation to ride in the Dunham Side Car.

My dealer's name is................................

His address is..

My name is...

My address is..



Automobile Tire Strength and Safety for Motorcycle Service

The extraordinary safety and service qualities that have so definitely established the worth of V. C. Automobile Casings is just as completely demonstrated in

PENNSYLVANIA Oilproof VACUUM CUP TIRES

FOR MOTORCYCLES

—motorcycle size automobile tires whose true automobile construction places them apart from all other motorcycle casings.

You get the most from your motorcycle—when you use V. C.'s Their great strength and extra tread toughness mean increased power and security; their positive non-skid traction assures safety and speed.

Guaranteed Oilproof

V. C. Motorcycle Tires are guaranteed for 5,000 actual miles. Their service records average more than double this figure.

Dealers will assure timely service by ordering well in advance of their requirements.

NON SKID
TRADE MARK
REG. U.S. PAT. OFF.

Pennsylvania Rubber Co.
Jeannette, Pa.

New York	Pittsburgh	St. Paul	Seattle
Chicago	San Francisco	Minneapolis	Dallas
Cleveland	Los Angeles	Omaha	Atlanta
Boston	Detroit	Kansas City, Mo.	

An Independent Company with an independent selling policy

MAP OF IDEAL VACATION TOUR

This outline for the ten-day trip carries the rider over good roads and through attractive scenery almost

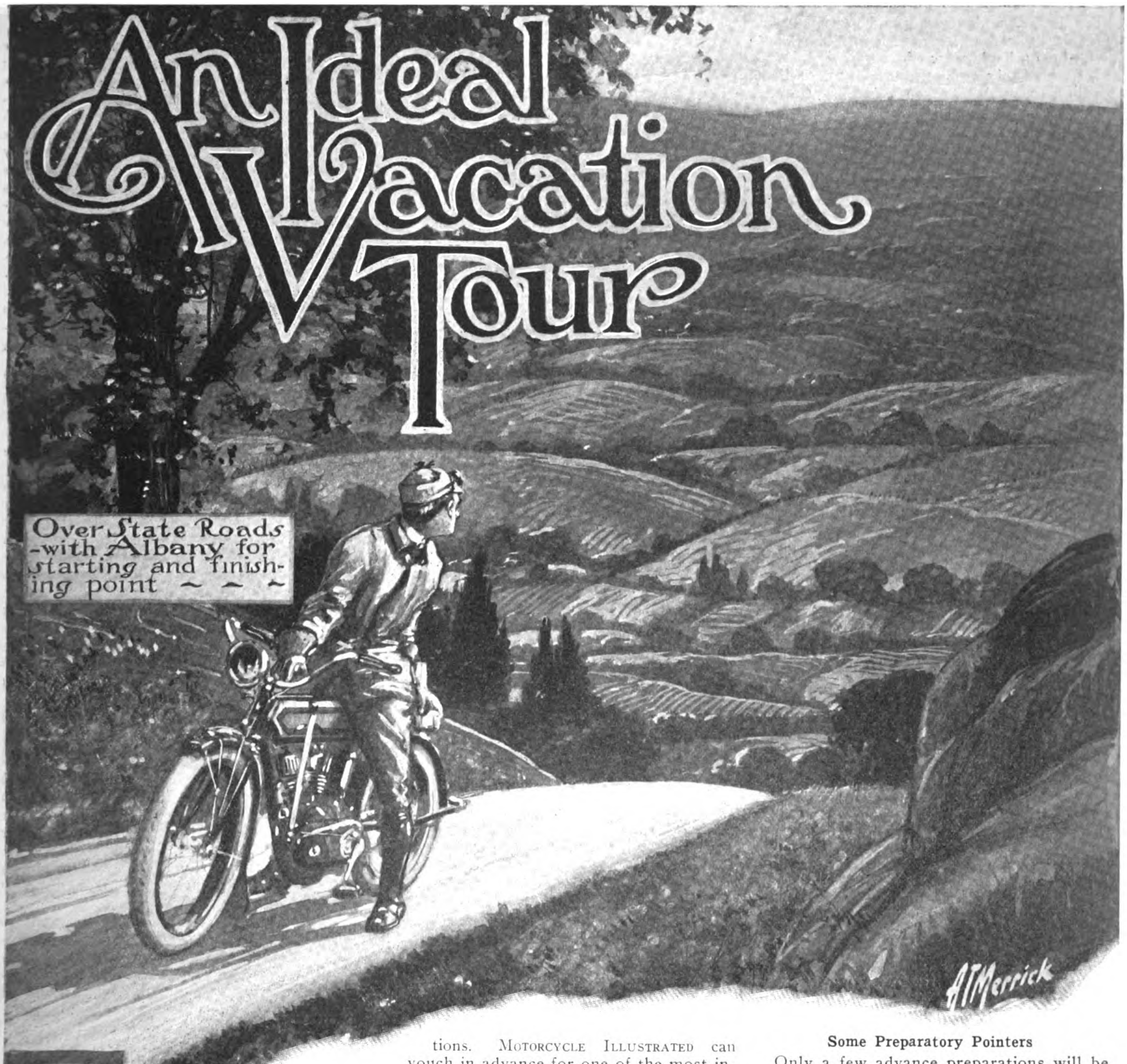
The road is seen winding along at the foot of the mountain on the right side.

wants can be attended to.

With these points settled, you may proceed to get your trusty chugger in trim for the most enjoyable motorcycle outing you have ever known. If we can give you further assistance don't hesitate to call upon us. However, you will find complete details of this tour on the four next succeeding pages.

ASTOR, LENOX
TILDEN FOUNDATION

An Ideal Vacation Tour



Over State Roads—with Albany for starting and finishing point ~ ~ ~

COME all you riders who can figure ahead to a ten days' or two weeks' vacation, and who have a natural liking for good roads, the best of scenery, and better than the average hotel accommodations for each night stop! Take a careful look over the accompanying specially-prepared map, and note the several views, which have been selected from a much larger number as typical of the territory the map covers. If you can arrange your plans to take in the trip suggested in this article, either exactly as it is laid down, or with a few incidental variations, MOTORCYCLE ILLUSTRATED can vouch in advance for one of the most interesting and diversified outings ever laid out for devotees of the two-wheeler.

The heavy lines on the map represent practically all State roads—mostly parts of important through highways—and are ridable under all conditions of spring, summer or fall weather. Even a pouring rain, while of course interfering with one's comfort, need not necessarily spoil the schedule, as is often the case in other sections. Under these conditions your vacation can be planned almost like a rail-and-boat schedule, and you can have mail or telegrams sent to a certain place, carefully figured out in advance, with a fair certainty of being there in time to receive them. So far as possible, the larger cities have been avoided, and the most attractive ways through the finest part of the adjacent territory purposely selected.

Some Preparatory Pointers

Only a few advance preparations will be necessary, the first requirement being to have the motorcycle in first-rate general condition. Those coming from more level sections will do well to remember that these routes are literally sprinkled with hills, some of them quite steep and with frequent sharp curves. Thoroughly examine your brake before leaving home, and then test how it works on the first considerable descent, else you may be unpleasantly surprised on a really steep grade, especially if you should happen to come face to face with a powerful motor car rushing around a sharp corner.

The writer had an experience of this kind in the Catskills last summer, when the motorcycle was new. The brake worked all right under ordinary conditions, but on an exceptionally steep grade the heavy machine, plus my weight, was too much for the brake, and so I found myself going faster instead of slower, being obliged to run into a bank, which fortunately was soft. I immediately tightened the brake a little, and afterwards had no trouble. Another worth-while tip is to have a separate suit, that can be kept free from gasoline, oil and dirt, leaving the riding suit and leggings with the motorcycle at the garage. The tourist will then be welcome at the best of hotels anywhere, and can join in social functions without feeling somewhat out of place.

Albany, N. Y., the Rendezvous

The central feature of the plan is that of shipping your motorcycle, crated, to Albany, following yourself by train, and putting in your entire time—ten days, two weeks or longer, if you are that lucky, over roads that have no superior in the country, and with nearly continuous beautiful scenery. Then, returning to Albany on the last day, re-crating the motorcycle, and returning home by train. Of course, the option of riding to and from Albany still remains, but the idea is meant to appeal particularly to motorcyclists from more distant centers, who would probably not be able to ride all the way and take in this tour also. There is the additional advantage that very moderate round-trip railway rates can be had in many cases, especially during the tourist season.

Albany is one of the most important route centers in the United States, great trunk line highways passing through that city in the four cardinal directions. These, with a large number of collateral roads, literally gridiron the surrounding country, as the map shows. It is therefore a very convenient rendezvous for an ideal vacation tour embracing the Hudson Valley, Lake George, the Berkshires, the highlands of the lower Hudson, Delaware Water Gap, northern New Jersey and portions of Westchester County, which are necessarily traversed on any route leading into or out of the Metropolis, or even in crossing from Nyack to Tarrytown through White Plains to Port Chester or points beyond, along the Shore Line. While the formal tour does not touch New York City, the map shows how easily it may be reached from several points on the route.

Being, moreover, on the main lines of travel and lowest express rates from New York, Boston and the Central West, one who decides to ship his motorcycle to Albany can do so at almost nominal expense. The express rates for crated motorcycles from five important middle-western points are about as follows, the rate on those uncrated being about double these figures:

Between	and	Crated per 100 lbs.
Kansas City, Mo...	Albany, N. Y..	$3.40
St. Louis, Mo......		2.65
Chicago, Ill........		2.30
Cincinnati, Ohio...		2.15
Cleveland, Ohio....		1.70

Other Methods of Reaching Albany

In addition to the two night lines of boats from New York, one direct to Albany and the other to Troy without stop, there are other lines which start from downtown New York, making the principal intermediate landings—Newburgh, Poughkeepsie, Kingston, Saugerties, Catskill and Hudson. In case of bad weather or if for any other reason one desires to ship part of the way, but to finish the trip into the capital city by road, some of these subordinate lines may prove extremely convenient.

Their rates for carrying motorcycles are very moderate when the owner is a passenger on the same boat—usually 50 cents or less—but all gasoline must be drained from the tank before going aboard and a new supply hunted up on landing. The trip from New York up through the highlands of the Hudson to Newburgh, Poughkeepsie, Kingston, Catskill or Hudson is very scenic and interesting; so that if anyone finds it necessary to follow this plan, he will be well repaid. From Hudson to Albany, however, the river is narrower and much less attractive, and the good road on the upper east side encourages motorcycling the balance of the way to Albany.

A Comprehensive Circuit

So many different trips can be laid out in this territory that the stranger might easily be puzzled to frame up an outing of from ten days to two weeks in the most advantageous way. We are therefore outlining here a very comprehensive circuit, with brief suggestions as to the few essential directions, road conditions, points of interest, hotel accommodations, attractive by-roads, etc. This is passed along to the tourist with the assurance that by taking the trip in the way outlined, he will see the most, be inconvenienced the least and under all ordinary conditions will be able to keep his schedule throughout. However, the trip is not divided into stated night stops, as experience proves that such hard-and-fast schedules are seldom kept, especially in a section of so many tempting detours, several of which are shown on the map. They will be referred to incidentally in the progress of the article.

The principal hotels in Albany are either on or nearby State street, between the Post Office and the State Capitol, and the garages are naturally within convenient distance, so the actual start of this tour will probably be from some point on State street. Odd as it may seem to the stranger, there is only one means of crossing the Hudson at Albany, and that is over the highway bridge, a trifle more than a half mile from the business center. The best way is to leave the corner of State and South Pearl streets by starting south on the latter to South Ferry street, where turn left to the Hudson River, crossing the old toll-bridge into Rensselaer. This is part of an old and historic route, for long before there was a railway or highway bridge at Albany, a ferry conveyed passengers and emigrants across at this same point; that fact is still perpetuated in the name "Ferry street," and some slight evidence of the old crossing still remains to interest any who might care to look it up.

Heading for the Catskills

Turning immediately right from the bridge into Broadway, Rensselaer, and shortly left into Columbia avenue, the tourist crosses over the N. Y. Central and Boston and Albany R. R. tracks onto a straight stretch of macadam, which soon makes an abrupt angle, as the map shows. The road nearly straight ahead goes to Lebanon Springs and Pittsfield, but for Hudson River points one turns right, running through Kinderhook to Hudson, from whence it would take only about an hour to reach Poughkeepsie. However, as that would be simply following a direct, good road, without special interest along the line, and the Catskills are so near, the tourist is advised to go over to the west side and spend a day or so exploring that most interesting and scenic region.

Except for a few pieces of clay road, rough at best, and quite bothersome in wet weather, the direct road from Albany to Catskill on the west side would be more used, but the two crossings of the river take very little extra time, and the fine long stretches of State road between Rensselaer and Hudson are worth while. To reach the ferry at Hudson, turn left into the main street (Warren street) to its end, thence again left on Front street to the ferry, which crosses to Athens (not shown on the map). Turning left at the central 4-corners, Athens, the direct road is followed into Spring street, Catskill, at the eastern edge of that city. Coming to the intersection of Bridge street, a right turn is made on the latter, which descends a considerable grade to the business center of Catskill.

Among the Eastern Catskills

Now this most interesting route takes an entirely different direction, and how much the tourist will see depends altogether upon the amount of time and mileage he can give to the detour. Main street northwest out of Catskill crosses the picturesque Leeds bridge, passes through Cairo and gradually ascends through East Windham to Windham. From points of vantage along the latter part of this line can be had the finest views in the entire Catskill Mountain region—a wonderful panorama of mountain and forest, with the Hudson and many charming small lakes within easy range of the unaided eye.

We believe that the average tourist will be better satisfied to return to Catskill, as the only other way would be to come down over the route shown in a lighter line from Windham to just above Haines Falls, and then descend the very steep Clove road. Even if one returns over the same road from Windham, the side-trip to that point is worth while, and many fine vistas are seen in descending the grade that cannot be observed to as much advantage on the way up. The grades between Catskill and Windham, while they lead to the most superb outlook of all, are not dangerous like the Clove roads, which are rather short but very abrupt passages into the mountains west of Catskill and Saugerties.

In starting out again from Catskill, take Bridge street from the business center, crossing Catskill Creek and keeping to the right at a very important fork beyond into the "Mountain Road," heading for the point marked "steep grade" on the map, representing Kaaterskill Clove. On this short ride are also many fine views all the way to Palenville, a hotel and a few houses only at the foot of the Clove. The road for the next three miles is positively dangerous for any power-drawn vehicle not under absolute control—especially so for motorcycles when obliged to dodge high-powered vehicles.

An Engineering Spectacle

One who doesn't care to go up the Clove, only to turn around and come back the same way, can take the short connecting road shown on the map diagonally southeast into the pleasant old town of Saugerties; or, meeting the Saugerties-Mt. Pleasant State road a short distance west of the former, one may turn right on that to Mt. Pleasant. The object of this is to make the circuit back to the Hudson at Kingston by the new road along the north side of Ashokan Reservoir. This road could be made an interesting chapter by itself, but space forbids; suffice it to say that the tourist will see the upper part of what almost equals the Panama Canal as an engineering work, in the process of which several towns were submerged, miles of the D. & H. R. R. tracks moved, and the great metropolis supplied with enough water to give it a margin for perhaps twenty-five years' growth.

There are two especially large hotels in the Catskills—the Grand and the Kaaterskill—but neither one of these is actually touched by this route, though the Kaaterskill is near Haines Falls, beyond the steep climb up the Clove. In Catskill good accommodations may be had at the Grant House, on the heights, a short distance west, or at the Smith House in the city. The smaller places in the mountains have plenty of very fair accommodations, though usually the circuit here outlined can be made in time to reach Kingston the next night out of Catskill. At Kingston the Stuyvesant, the Eagle and two or three smaller places compete for the tourist patronage.

From the Hudson to the Delaware

Back again to the Hudson at Kingston, the natural way to Newburgh is down the west side of the river. While, of course, this misses the corresponding east side road through Poughkeepsie, it provides finer views of the Hudson and saves two ferries. You also come into Newburgh directly on Broadway, the exit toward the Delaware River country, without making the rather difficult ascent up from the river front. If hotel accommodations are needed, they can be had at the Palatine, though ordinarily the tourist will easily reach Goshen or Port Jervis in a half day's ride from Kingston. It is worth while at Newburgh to visit Washington's headquarters—very interesting—in the south end of the city only about two minutes' ride from the main road used in making this trip.

Broadway, straight west from Newburgh, becomes the Newburgh and Cochecton Turnpike—unmistakable macadam to the pleasant little town of Montgomery, where a left turn is made into the road, which becomes Main street, Goshen. By keeping straight ahead past the park and crossing the Erie R. R. tracks into W. Main street, the macadam is followed to the important branching of roads shown on the map, where a left turn is made through Slate Hill, crossing the beautiful Neversink River into Port Jervis. Practically every mile from Newburgh to Port Jervis is over fine State roads, usually winding and rolling; strangers from the Central West will particularly enjoy this part of the trip through the Orange County hills.

On the Pennsylvania Roads

There are two quite ordinary hotels at Goshen, and only fair accommodations at Port Jervis; while the latter is an important route center, it is primarily an Erie R. R. town, and rather disappointing in general appearance. So if that would not make the day's run too long, the tourist is advised to go through Port Jervis, turning left at the farther end of that place and crossing the large toll-bridge over the Delaware River into Pennsylvania. A run of about twenty minutes from the interstate bridge will bring one to Milford, an important summer resort where there are several hotels, from among which the motorcyclist may select one to suit his wishes with respect to location and price.

As the map shows, the balance of the run to the Water Gap is closely along the Delaware River through Dingmans Ferry and Bushkill; it also passes through Shawnee, not shown on the map, but situated about 4 miles northeast of the Gap. There will be found the Buckwood Inn, the newest and finest hotel in the Delaware River country, though possibly not as well suited to the average requirements of motorcycle tourists as the larger choice of hotels at the Water Gap. The latter are reached by following the one main road to the village, several suitable places will be passed on the way in from Shawnee, and others on each of the roads branching in the three principal directions.

Delaware River to the Seashore

Between the Water Gap and the Jersey North Coast there is a short piece of rough and rather unsatisfactory road across to Hackettstown, N. J., represented by the light line; though that stretch will scarcely bother the experienced tourist, it is not in the same class as the other roads making up this circuit, and is only used here to save a much longer way about. The best route is to go down from the Water Gap village through Portland, crossing the river by Myers Ferry, a short distance below, and following the main line into Hackettstown. In wet weather some of the low stretches along the Pequest River will be heavy traveling, but good time can be made throughout in favorable weather.

From Hackettstown, Schooley's Mountain (not bad) is crossed and a very good average road followed to Morristown; here, as at Newburgh, is another "Washington's Headquarters," which is well worth visiting, as it has many relics of the "Father of this Country," General Lafayette and other worthies of Revolutionary times. As the direct road from Morristown to Long Branch or Asbury Park would lead through the Amboys, which are more than ordinarily confusing to the stranger, the map suggests turning southeast at Morristown and using the fine road through Bedminster, Somerville and Bound Brook into New Brunswick, which can be made about as quickly as to South Amboy. Morristown, Somerville and New Brunswick all have fair places for lunch, but no pretentious hotels.

There are two or three rather confusing turns on the way east from New Brunswick, then the road is straight to an intersection with the Keyport-Freehold route a short distance below Matawan. By turning right on this road the way is made clear into Freehold, then take South street out of that town, bearing left at Adephia and again at Farmingdale (both places too small to show on the map), coming into Asbury Park over one of the finest local roads in the State. This city is almost one great colony of hotels and boarding houses, and the motorcyclist can select anything he wishes, from the great, expensive New Monterey to dozens of small, reasonably-priced hotels.

Of course Lakewood, Atlantic City and Cape May are farther south along the coast; this circuit could be easily extended to take in these places also, but it has seemed best not to run our formal tour below Freehold and Asbury Park. Leaving the latter, one should by all means ride up through Long Branch to Seabright, turning left there to go over the famous Rumson road to Red Bank. In leaving this place you cross the famous Shrewsbury River, one of the finest streams in New Jersey and usually full of light marine craft during the entire summer.

On the Northward Run

Next beyond Red Bank is Keyport, where the tourist must decide whether or not he desires to come up through New York City. As a strictly touring proposition, the value of the trip through the crowded metropolis is questionable, but if such course is decided upon, see the light line on the map from Keyport to Perth Amboy, thence across Staten Island, at the northern extremity of which boat is taken to the tip end of Manhattan at South Ferry. This requires a long and somewhat difficult ride, especially for the stranger, up through the lower and middle parts of the city, though, of course, it is made safely by large numbers of motorcycles. In this case, when ready to leave New York, the post-road is taken north through Yonkers and Tarrytown, connecting with the longer way around given in the following paragraphs.

If New York is not to be entered, it is best to turn left at Keyport, passing through Matawan and shortly turning right —reversing from that point the few miles to New Brunswick. In fact, it would be advisable to retrace even as far as Bound Brook, Somerville and Morristown, not only avoiding the many complicated suburbs nearer New York, but to be in a position, if desired, to touch the northern New Jersey highlands, Lake Hopatcong, Greenwood Lake and the various other points outlined on the map. Limitations of space prevent separate reference to these short detour routes, but little or no trouble will be experienced in picking out from the map and following such as the tourist has the time and inclination to make.

Back Into the Hudson Valley

The next important objective point is Nyack, and while that place can be reached in various ways, probably the most interesting of them all is up through Pompton and along the picturesque lower Ramapo Valley to Suffern. This is an important junction with the New York-Newburgh trunk line highway, of which we see little on this trip on account of the circuitous way taken from northern New Jersey to the Hudson. Turning right at Suffern, the direct road is followed to Nyack, where either one of two ferries is taken to Tarrytown.

Now for the first time, unless the option through New York City is used, the tourist is in fine old Westchester County. Two main routes are now available to the Berkshires—one up the river to Poughkeepsie and thence through the Millbrooks to Amenia, and the other past Lake Mahopac and through Carmel and Pawling to Amenia. Forced to make a choice, we believe that the stranger will be more pleased with the former, going up through Peekskill and the Highlands of the Hudson to Poughkeepsie.

In doing so, one will also catch a few distant glimpses of the great State boulevard under construction on the west side of the river above Haverstraw; we would have used it as a part of this circuit, except that it is not yet complete, and the facilities for crossing the Hudson between Nyack and Newburgh are meagre. One feature of this work is the building of a scenic road either over or around Crows Nest Mountain above West Point, but until that is done the trip over the present road is unadvisable, if not actually dangerous.

Nearing the Berkshires

One enters Poughkeepsie on this route via South avenue and Market street, turning right at the business center and following Main street east into the excellent State road leading through Pleasant Valley and the Millbrooks to Amenia, where connection is made with the "inland route" up through Lake Mahopac, Carmel and Pawling. Continue almost due north to Millerton, where turn right, following preferably the more easterly one of the two main roads through Lakeville, Salisbury and South Egremont into Great Barrington. For the last twenty miles or so you are conscious of approaching the Berkshires.

The hotels between Morristown and Poughkeepsie on this route will afford comfortable lodgings and fair meals in emergency. The New Mountain House and the Eureka at Suffern, the St. George at Nyack, the Florence at Tarrytown and the Raleigh or Eagle at Peekskill might be kept in mind if an intermediate stop is necessary on this portion of the route. At Poughkeepsie are the Nelson, on Market street near Main, and the Morgan House, a short distance to the right on Main street, both with a considerable amount of tourist patronage.

In the Berkshire Hills

The fine old town of Great Barrington, Mass., is the principal gateway from the south into the Berkshire Hills country. After turning left near the Berkshire Inn from Maple street into Main street, the latter is followed north to a prominent corner just above the business center; here turn right, crossing the Housatonic River and shortly turning left with the most travel. Not far beyond one begins to ascend the short, steep grades of Monument Mountain, and the real Berkshires come into close view—a region of perfect roads, splendid scenery and some of the finest private estates in the country.

At the monument, central 4-corners of Stockbridge, a right turn is made and shortly left into Lenox, the most beautiful and dignified, peaceful village in that whole region. If time allows, a day's stop-over to visit the numerous points of local interest is worth while; these can be indicated only by a few additional lines on the map, but all the main roads in that vicinity are sign-posted and are quite easily followed.

On the State road, a half mile or so north of the village, is one of the finest summer hotels in the United States—the Aspinwall, with rates accordingly. The Curtis, at the central 4-corners, is another good place to stop at—rates a trifle less than the Aspinwall. Very likely, however, the majority of our tourists will continue another six miles, over a perfect road and past more fine estates, to Pittsfield.

That city is the center of the whole Berkshire Hills country, and also the diverging point for the trunk-line route to Albany, of which, however, we can see nothing on this circuit without sacrificing much more on the northern part of our tour. Pittsfield is also a good center for a day's sight-seeing, and if one doesn't care for the rather expensive Wendell or Maplewood, the New American and one or two other commercial hotels will supply good accommodations at very fair rates.

Vermont and Lake George

Leaving Pittsfield by North and Tyler streets, one rides almost at once into the excellent State road, passing through Cheshire and Adams to North Adams, where a left turn is made to Williamstown. It is also possible to go more directly north from Pittsfield through Lanesboro to Williamstown, but the longer route through North Adams is better and more picturesque, especially as it gives a fine, close view of Mt. Greylock. A short distance west of Williamstown a right turn is made into the southwestern corner of Vermont, and the main line followed through Pownal to Bennington.

This is one of the most interesting and historic points in New England, and no one can afford to go through without a detour to Old Bennington (about a mile to the west), for a close look at the battle monument, which has no doubt been noticed several times on the way up from Pownal. Then, either returning to Bennington, or taking a possible short-cut from the vicinity of the monument, one resumes the northward journey through more fine country to the important little town of Arlington.

Here a left turn is made, almost due west across the New York State line to Cambridge and Schuylerville, which is located on the Hudson, as the map shows. It is advisable to follow the river road through Fort Edward and Hudson Falls into Glens Falls, where connection is made with the regular route up from Saratoga Springs to Lake George. The beauties of this section are known in advance to all, and no one will be disappointed. In addition to the fine and expensive Fort William Henry hotel, there are a number of less pretentious places where meals and lodging can be had.

At the Upper Turning Point

Lake George is, as the map shows, the last turning point of this circuit, and the usual way is to retrace the up route through Glens Falls to Saratoga Springs. This old resort has seen better days, and is now being revived to somewhat of its former importance, but while the various waters are no doubt as valuable as ever, the surroundings of the place seem rather tame in comparison with the more scenic localities above. Saratoga is, like Asbury Park, largely a cluster of summer hotels, from among which the motorcyclist spending a night there can pick out one to suit his purpose.

The best way to go from Saratoga to Albany is south on Broadway, gradually left through Malta to Mechanicville, where a right turn is made, thence mostly along the trolley to Waterford. Turn right at Waterford (left hand road leads to Troy), crossing the Mohawk River into Cohoes—a rather puzzling place for a stranger to go through. If necessary to ask the way, inquire for the road to Latham's Corners, where cross the Troy-Schenectady trolley line and follow the Northern Boulevard into Albany, turning left immediately after crossing the viaduct into Washington avenue, which comes to an end at the Capitol, head of State street, the beginning and end of our circuit.

Through Historic Country

No section of equal area in the United States exceeds that covered by this tour in historic interest. The whole region between Albany and Lake George is full of memories of the French-and-Indian and Revolutionary wars, and the same is true of the lower Hudson Valley. Old Fort Cralo, on the river road a short distance below Rensselaer, is said to be the oldest building now standing in the northeastern States. Newburgh, West Point, Stony Point, Tarrytown, Dobbs Ferry, Tappan, Morristown and several other places echo the stirring times when American independence was in the balance.

Westchester County has always been on the great routes between New York and New England and the North. Delaware Water Gap, one of the great natural wonders of the East, has been a strategic gateway for travel and commerce since the earliest days. Through that complete break in the Kittatinny Range, much of northeastern and central Pennsylvania was settled, and back through it came the refugees from the Wyoming massacre to their old homes on the less-exposed frontier. The Catskills are, like Sleepy Hollow (just above Tarrytown), full of interesting legends; and the Berkshires, while of less specific historic interest, have a quiet beauty and charm reproduced nowhere else in Uncle Sam's great domain. The large proportion of motorcyclists who take pleasure in noting these associations will receive additional benefit from noting them on this trip.

TEN MILLION DOLLARS IN PROFITS

A Timely Resume of the Opportunities Open to Motorcycle Dealers With Special Application to Hardware and Sporting Goods Houses

By James W. Ash

Secretary and Manager of Sales, Miami Cycle & Mfg. Co.

THERE are very few people not actively engaged in the industry of building or distributing motorcycles who understand the enormous possibilities in the motorcycle field. I have personally made a close study of the motorcycle business for a number of years, and am convinced that the industry is yet in its infancy. I fully believe that the motorcycle will always hold a close second to the automobile.

There should be a ready sales for at least 200,000 motorcycles in this country alone, which means that ten million dollars at least will be distributed in profits to the dealers handling motorcycles. The retail sale of motorcycles generally in the past has been confined to exclusive motorcycle dealers or bicycle dealers, but during the past two years there has been a general awakening among the sporting goods dealers, hardware stores and farm implement concerns to take on the motor two-wheelers.

I know from personal observation that every keen and energetic business man is continually casting about for a line of goods that he can add to his present business, and which will be profitable and fit in well with his other lines.

Successful Combination Lines

We all realize, of course, that farm machinery would not go well with gent's furnishing goods. Neither would a line of stoves fit in a first-class jewelry store. But the motorcycle goes very well indeed with the sporting goods business, the hardware business or the farm implement business.

The motorcycle rider after he has secured his machine is a regular customer for motoring clothing, caps, goggles, gloves, leggings, horns, speedometers, lamps, etc. These goods are usually carried by sporting goods dealers and make a splendid side line for hardware stores. They could also be nicely carried by implement dealers.

The implement dealers and hardware stores are successful in the sale of motorcycles, especially in the smaller towns because it is a well known fact that no country home is complete without a motorcycle. The farmer is beginning to learn what a convenience a motorcycle is in his work in case of sickness, broken machinery or any little thing that might happen around the farm which would necessitate a quick trip to town. The motorcycle will take him there and back in less time than would be required to hitch up a horse.

A Prosperous Sporting Goods House

The sporting goods dealers in large cities are beginning to find the motorcycle a pleasant and profitable addition to their business, and I recall at this time the splendid success that my friend, Gus Habich, of Indianapolis, has made with the motorcycle.

Gus is familiar to the motorcycle and bicycle industry and no introduction to them is necessary, but for the general public I will state that he conducts one of the busiest sporting goods stores in the United States. He carries everything known in the sporting goods line.

He has in reality a sporting goods department store. He has a head salesman for his gun department. He also has a head salesman for his fishing tackle department, another man for his sportsmen's wearing apparel department, and so on down the line, with a head man for his motorcycle department.

As a customer comes into his store he is immediately attracted by a neat line of motorcycles and bicycles, and the manner in which these machines are kept makes them really a very attractive addition to the business.

A great many sporting goods dealers have told me that they would not care to take on the motorcycle because the noise made in demonstrating them on the floor and the smoke in the store would kill their business, but it is unnecessary to start the motorcycle in the store; in fact, it is a bad policy for even exclusive motorcycle dealers to demonstrate within the confines of four walls. The automobile dealer has learned that it is not a good proposition to demonstrate in the house as the noise is of course increased, and unless the oil is handled very carefully there is bound to be a certain amount of smoke or smell to any gasoline-driven motor.

The more wide-awake and up-to-date dealer has discovered that the best plan to pursue is to do his talking to the prospect on the floor, When he gets the prospect to the right point, it is then advisable to take him out on the road and give him a demonstration. A great many of the dealers are using a sidecar for this purpose.

The dealer can put his prospective customer in the sidecar, and take him out over a two or three mile stretch of city or country road. He can talk to him during the ride, show him all of the working parts of the motor and how nicely it is controlled, and this really gives the new motorcycle rider his first taste of the pleasure and enjoyment obtainable from the motorcycle. He comes back to the store with his mind in a susceptible mood, and the chances are, if he has got the wherewithal in his pocket, a sale is easily made.

There are numerous cases that I can point out among the sporting goods trade where dealers are making a wonderful success of handling motorcycles. I might mention W. E. Wandersee, of Detroit, Mich., who has a splendid sporting goods store, and the motorcycle is one of his most valuable departments.

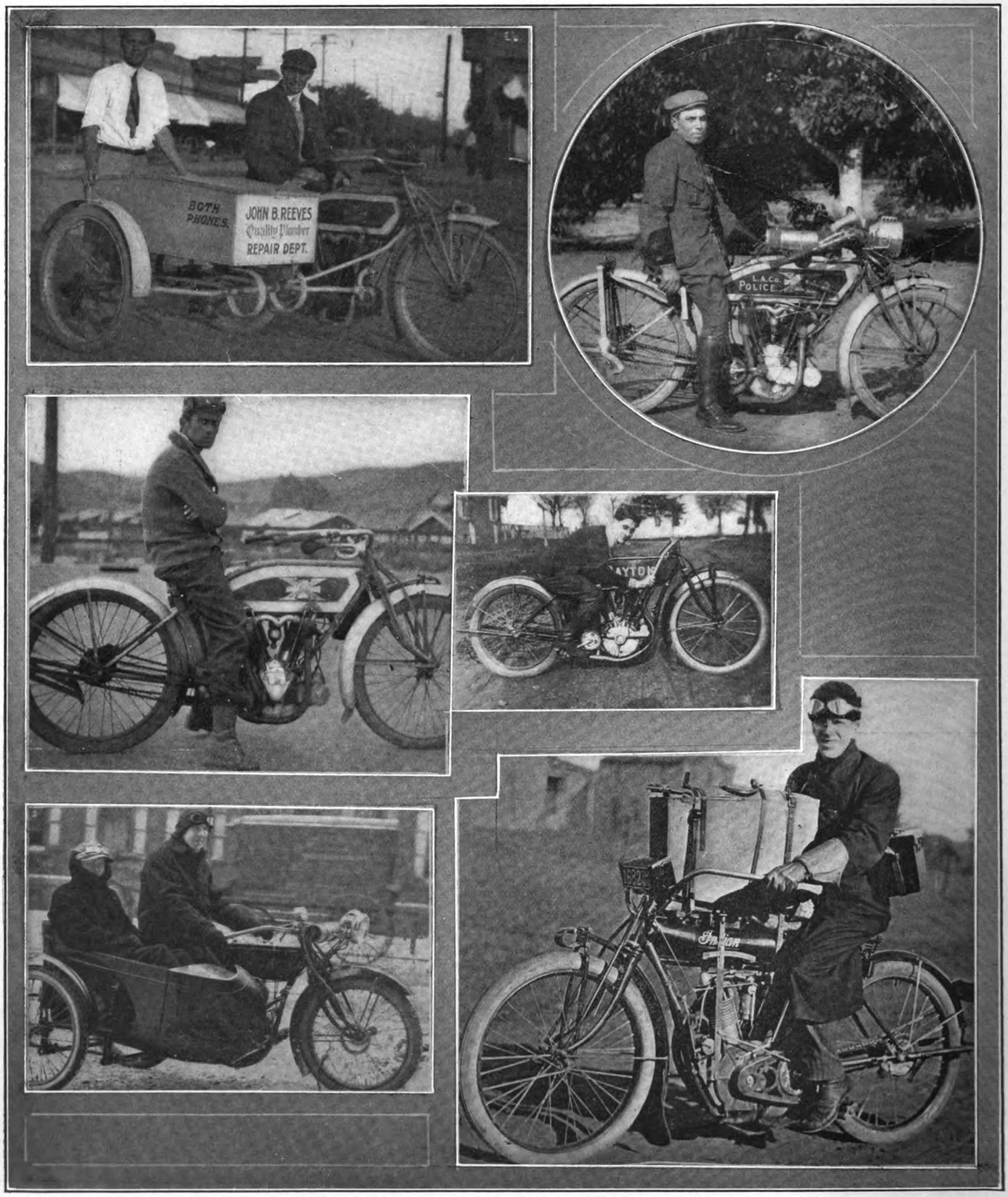
The motorcycle is bound to take its place among the industries of the world because no other method of conveyance is so economical, so efficient from every standpoint and so necessary to our commercial life. Every merchant needs a motorcycle in his business. Besides, telephone companies, gas companies and municipalities are using them in large numbers, and one of the most logical homes for them is the house of the sporting goods dealer.

A RESULT-GETTER FOR DEALERS

"Motorcycles stored, cleaned and kept in running order for $1 per week," is the result-getting catch-line which is prominently displayed at the headquarters of Lang's Motorcyclery, agent for the Harley-Davidson at Waterbury, Conn. It is also conspicuously typed on all the letters sent out, and John Lang, proprietor, writes that it is a kink well worth the consideration of every motorcycle dealer.

"Many dealers," writes the Waterbury booster, "have considerable unused space which if filled with machines would cerate a favorable impression. I clean the motorcycle once a week and if the mount is not in good running order I make whatever minor adjustments may be necessary, but where much time is needed for repairing, the owner has to pay for the extra work. By keeping the machine in good condition you keep the rider satisfied, and by having him in the store often you make accessory sales that would otherwise be lost."

VARIED USES OF THE MOTORCYCLE—SERIES 7


BOTH PHONES.
JOHN B. REEVES Quality Plumber REPAIR DEPT.
L.A.Co. POLICE
DAYTON
Indian

UPPER left-hand corner, a plumber's side van; at right, one of the machines used by the Los Angeles County (Cal.) police; center, Excelsior and Dayton racers; lower left-hand corner, Art Chapple and a friend with Dayton combination. "Chap" has been using this machine in his travels for the Dayton folks; lower right-hand corner, a hardware salesman.

STATE LICENSE REGULATIONS

Summarized Information for the Motorcycle Tourist Who Is Desirous of Avoiding Conflict With Guardians of the Motor Laws and Ordinances

ALABAMA.—Registration fee $3, from Secretary of State at Montgomery; non-residents exempt if licensed in reciprocating state; 30 miles per hour limit.

ARIZONA.—Registration fee $2, from Secretary of State at Phoenix; $1 after July 1; non-residents exempt six months if licensed in reciprocating state; 10 miles an hour in traffic, 15 miles in towns and cities and 30 miles on open roads.

ARKANSAS.—No state law; county license from sheriff; non-residents exempt if licensed in another state; 20 miles an hour in county, 15 miles in cities and towns.

CALIFORNIA. — Registration fee $2, from State Treasurer at Sacramento; non-residents exempt if registered in home state; 30 miles an hour limit, 20 miles in built-up sections, 15 miles in business districts, 10 miles in traffic.

CANADA.—Registration required in all provinces, to be obtained from provincial secretaries at Toronto, Winnipeg, Charlottetown, Halifax, St. Johns, Quebec and at Westminster or Vancouver, B. C.; non-residents exempt if registered in reciprocating province, but all United States riders must register in at least one province; 20 miles an hour open country, 15 miles in towns and cities, 7 miles within 100 yards of horses, etc.

COLORADO.—Registration fee $2, from Secretary of State at Denver; non-residents exempt for 90 days if registered in home state.

CONNECTICUT. — Registration fee $2, from Secretary of State at Hartford; operator's license $2; non-residents exempt if registered in another state and displaying front and rear register tags; 25 miles an hour limit, 10 miles at cross-roads, curves, etc., 3 miles when passing trolley cars discharging passengers.

DELAWARE.—Registration fee $2, from Secretary of State at Dover; non-residents exempt if licensed in reciprocating state; 12 miles an hour and 6 miles at curves in towns and cities, 20 miles and 12 miles at curves in country.

DISTRICT OF COLUMBIA.—Registration fee $2, paid to Collector of Taxes; registration perpetual; operator's license $2, from Secretary of Automobile Board, Washington; non-residents exempt if licensed in reciprocating state; speed, 12 miles an hour in business districts, 15 miles in parks, 8 miles at crossings, 6 miles at corners, 4 miles in traffic, 20 miles elsewhere, but only 12 miles in passing other vehicles.

FLORIDA. — Perpetual registration fee $2, from Secretary of State at Tallahassee; non-residents exempt 30 days if licensed in home state; 4 miles an hour at crossings, curves and on bridges.

GEORGIA.—Registration $5, from Secretary of State at Atlanta (the Georgia riders, assisted by the F. A. M., are now fighting for a $2 fee); non-residents exempt 30 days if registered in home state; 6 miles an hour on bridges, at crossings, etc.

IDAHO. — Registration $5, from Secretary of State Highway Commission; transfer fee $1; non-residents exempt if registered in reciprocating state; 30 miles an hour limit.

ILLINOIS.—Registration $2, from Secretary of State at Springfield; non-residents exempt 60 days if registered in home state; 10 miles an hour in business districts, 15 miles in residence portion, 20 miles in towns and villages and 25 miles in country, with 6 miles at curves, crossings, etc.

INDIANA.—Registration $2, from Secretary of State at Indianapolis; non-residents exempt 60 days if licensed in reciprocating state; in resident sections 15 miles an hour, in business districts 10 miles, outskirts 20 miles and in open country 25 miles, and 6 miles at curves.

IOWA.—Registration $3, from Secretary of State at Des Moines; transfer fee $1; non-residents exempt if registered in reciprocating state; limit 25 miles an hour, local limit not less than 10 miles an hour.

KANSAS.—Registration $2, from Secretary of State at Topeka; transfer fee $1; non-residents exempt 30 days if licensed in home state; 25 miles an hour limit in country, 12 miles in towns, 8 miles at curves, crossings and at bridges, and 6 miles at street-crossings and in traffic.

KENTUCKY. — No state license law; speed limit 20 miles an hour. (A law including a $5 license fee and reducing speed to 15 miles an hour is reported under consideration.) Louisville has a $2 registration fee.

LOUISIANA.—No state laws. Each town has its own regulations. New Orleans requires registration, fee $2.

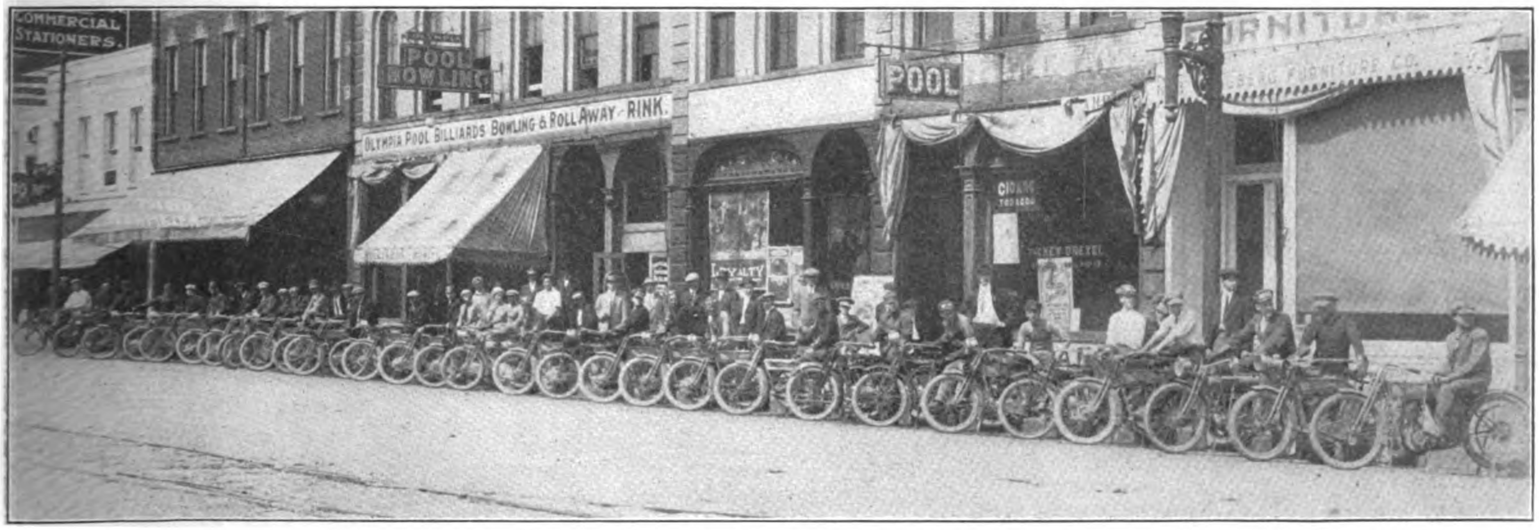
MAINE.—Registration $2, from Secretary of State at Augusta; non-residents exempt for 30 days if registered in home state; 25 miles an hour limit in country, 10 miles in built-up portions of towns and cities, 5 miles at "slow-up" signs.

MARYLAND.—Registration $1.80, operator's license $1, from Commissioner of Motor Vehicles at Baltimore; if licensed in reciprocating state non-residents are exempt for two periods of 7 days each per annum; 12 miles an hour in thickly settled districts, 18 miles in outlying portions and 25 miles in open country.

MASSACHUSETTS. — Registration $2, from Automobile Department of State Highway Commission; non-residents exempt for 10 days if licensed in reciprocating state; rider must bring his machine to stop upon signal from driver of horse-drawn vehicle; 20 miles in country, 15 miles in towns and cities, and 8 miles in traffic, at curves, cross-roads, etc.

MICHIGAN.—Registration 50c. per h. p., A. L. A. M. rating, from Secretary of State at Lansing; transfer of license $1; non-residents exempt 90 days if registered in reciprocating state; 25 miles an hour in country, 15 miles in cities and 10 miles in business sections.

MINNESOTA. — Registration $1.50 for



This is How the Keokuk (Iowa) Motorcycle Club Lined Up for a Recent Trip. The Keokuk Squad is One of the Most Active in the State.

three years, from Secretary of State at Minneapolis; non-residents exempt for 30 days if registered in home state; 25 miles an hour in country, 15 miles in residence districts, 10 miles in business sections, 6 miles in traffic and 4 miles when passing horse-drawn vehicles.

MISSISSIPPI. — No state registration; local ordinances prevail. A law limiting speed to 15 miles an hour is reported under consideration.

MISSOURI.—Registration $2, from Secretary of State at Jefferson City; transfer fee $1; non-residents exempt 20 days if registered in another state; 25 miles an hour limit.

MONTANA.—No state license. Local laws.

NEBRASKA.—Registration $1 to treasurer of county in which applicant resides; non-residents exempt for 30 days if registered in home state; 25 miles an hour in country, 12 miles in city or village, 8 miles at crossings, bridges, etc., 6 miles at street-crossings, and full stop on approaching trolley discharging passengers.

NEVADA.—No state license. Local speed limit of 20 miles an hour may be enacted.

NEW HAMPSHIRE. — Registration $3. from Secretary of State at Concord; non-residents exempt for 10 days if licensed in home state; non-residents pay half rates for registration in July, August and September; 25 miles an hour on open road, 15 miles in business districts, 10 miles when approaching other vehicles and at crossings, etc.

NEW JERSEY.—Registration $2, from Commissioner of Motor Vehicles at Trenton or his agents; non-residents exempt for 15 days if registered in reciprocating state; 25 miles an hour on open road, 15 miles an hour when within 200 feet of horses, etc., 12 miles in built-up sections of towns, 15 miles at cross-roads and 8 miles at street-crossings.

NEW MEXICO.—Registration $2, from Secretary of State at Santa Fe; transfer fee $1; non-residents exempt 60 days if licensed in another state; towns and cities may require residents to file their state numbers, fee 50c.; 15 miles an hour when passing other vehicles.

NEW YORK.—No state license. Local ordinances in a number of cities.

NORTH CAROLINA.—Registration $2, from Secretary of State at Raleigh; non-residents exempt 15 days if registered in another state; 25 miles an hour on open road, 15 miles in residence districts, 10 miles in business sections. Local ordinances permitted.

NORTH DAKOTA. — Registration $3, from Secretary of State at Bismarck; transfer fee $1; non-residents exempt if registered in another state; 30 miles an hour on open road, 10 miles in towns and cities and 8 miles in built-up sections.

OHIO.—Registration $2, from Secretary of State at Columbus; non-residents exempt if licensed in home state; 20 miles on open road, 15 miles in town and cities and 8 miles in built-up sections.

OKLAHOMA. — No state motorcycle law.

OREGON.—Registration $3, from Secretary of State at Salem; transfer fee $1; non-residents exempt 30 days if they have complied with laws in home state; 25 miles an hour limit, 8 miles when within 100 yards of horses or animals.

PENNSYLVANIA. — Registration $3, from State Highway Department at Harrisburg; non-residents exempt if registered in reciprocating state; 24 miles an hour limit, 15 miles for one-quarter of a mile after each road sign marked "Danger: Run Slow"; trolley cars discharging passengers not to be passed.

RHODE ISLAND.—Registration $1, operator's license $1, from Automobile Department of State Board of Public Roads, Providence; non-residents exempt 10 days if registered in home state; 25 miles an hour on open road, 15 miles in built-up sections.

SOUTH CAROLINA.—Registration $1, from County Clerk of each county; speed limit usually 15 miles an hour; rider must stop at request of driver of horse.

SOUTH DAKOTA. — Registration $2, from County Treasurer; transfer fee $1; non-residents exempt if registered in reciprocating state; 25 miles an hour limit; local authorities may fix a limit of not less than 10 miles an hour.

TENNESSEE.—Legislation in this state does not deal definitely with motorcycles. Riders contemplating touring in the state should communicate with the Commissioner of Motor Vehicles, Nashville.

TEXAS. — Registration with County Clerk, fee 50c., perpetual; 18 miles an hour in open country and 8 miles in cities and towns. "very slow" on all bridges, and riders are required to stop at signal from driver of horse. In San Antonio registration fee of $1.75 covers both city and county.

UTAH.—No state license law; 20 miles an hour in open country, 15 miles in towns and cities and 10 miles in built-up districts. In Salt Lake City the registration fee is $3, with an additional 25 cents for tag; speed in business districts 12 miles an hour, 8 miles at crossings.

VERMONT.—First registration $1 per h. p., A. L. A. M. rating; second registration 75c. per h. p., and 50c. per h. p. thereafter, from Secretary of State at Essex Junction; operator's license required, $2; non-residents exempt if registered in reciprocating state; other non-residents may take out 3-month license at low rate; 25 miles in country, 10 miles in cities, towns and on bridges.

VIRGINIA.—Registration $2, from Secretary of the Commonwealth, Richmond; non-residents exempt for two 7-day periods each year if registered in reciprocating state; 20 miles an hour in country, 12 miles in towns and cities, 8 miles on curves, cross-roads, bridges and in built-up portions.

WASHINGTON.—Registration $2, from Secretary of State at Olympia; non-residents exempt if registered in home state; 24 miles an hour on open road, 12 miles in built-up sections and 4 miles at street-crossings.

WEST VIRGINIA. — No registration. Motorcyclists must come to full stop at signal from driver of horse, 20 miles an hour on open road, 15 miles in cities and towns, 10 miles in built-up sections, 5 miles on bridges, at curves, etc.

WISCONSIN. — Registration $2, from Secretary of State at Madison; non-residents exempt if registered in home state; 25 miles an hour on open roads, 15 miles in towns and cities, 8 miles when passing school grounds or in parks, 10 miles on meeting other vehicles, full stop on approaching trolley discharging passengers.

WYOMING.—No state law. Local ordinances.

CHICAGO SAUCER OF NEW DESIGN

Some time ago a report gained circulation that the Chicago board track had been included in a circuit with New York and other cities, but this is officially denied. It is stated that the Chicago motordrome will be new for the 1914 season, plans having been perfected for a new type of saucer which is counted upon to afford maximum safety for racers and spectators.

RACING IN MACON, GA.

From A. Judson Heard, Excelsior agent in Macon, Ga., comes the announcement that three races will be staged on the Macon mile track on May 20 under F. A. M. sanction. The events: 5 miles for professionals, 61 cu. ins. class (ported machines barred)—prizes, $40, $20 and $10; second event, same as above; third, 10 miles for professionals, 61 cu. ins. class (ported machines barred)—prizes, $50, $25 and $10. The entry fee is $2. Communications should be addressed to Mr. Heard, Macon, Ga.

NEW COLUMBUS AGENCY

Jacob Schottenstein, of Columbus, O., has formed the Columbus Cycle & Supply Company, with headquarters at 74 East Long street, where he will represent the Pope and also handle an attractive line of bicycles and supplies. The company will maintain a branch at 23 East Long street.

DOUBLES CAPACITY

Alterations and extensions at the headquarters of the Ostrander Power Company, 685 Selby avenue, agents for the Harley-Davidson in St. Paul, Minn., are now complete and the company has doubled its capacity.

CRANE TAKES THOR

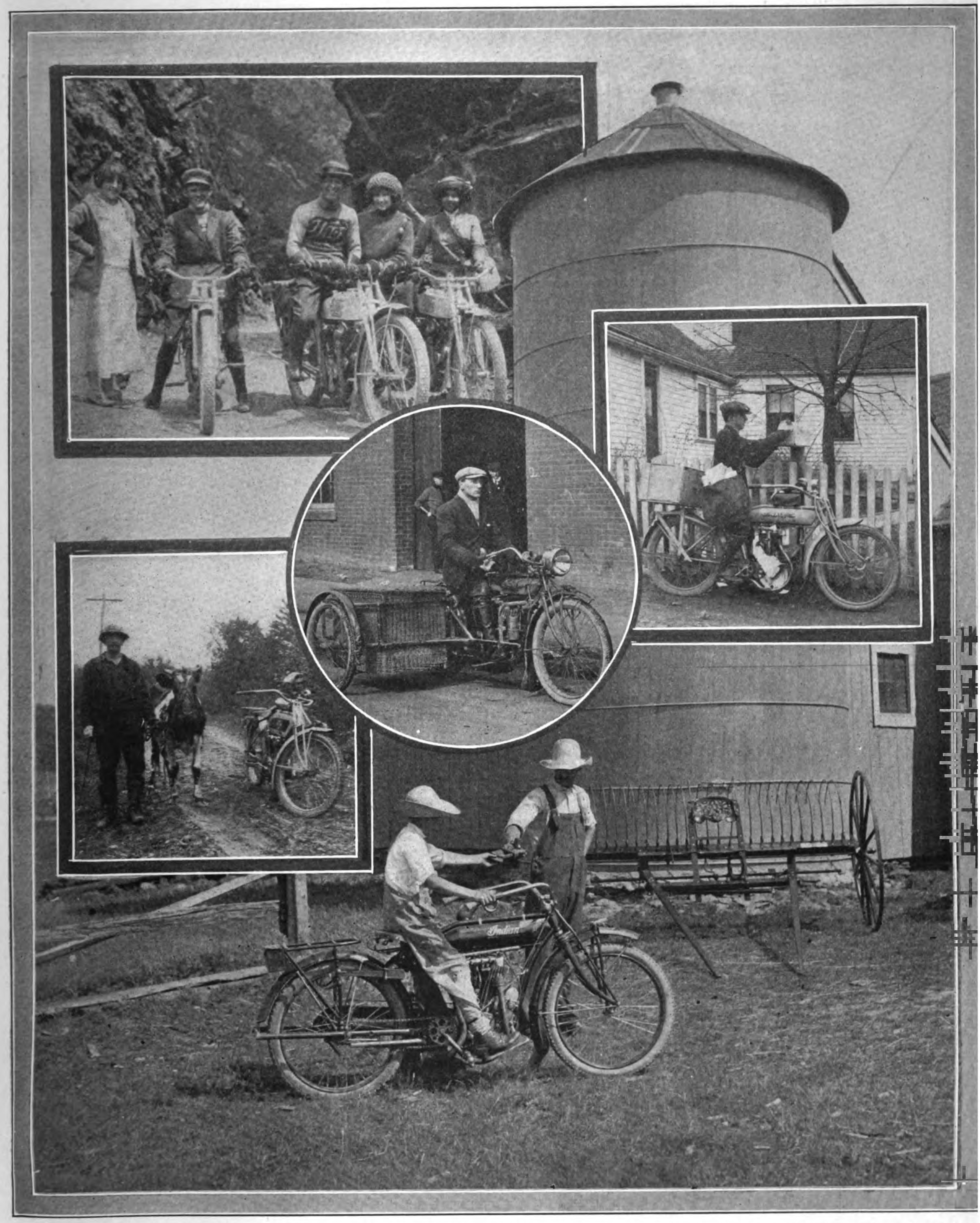
H. N. Kirk, sales manager for the Aurora Automatic Machinery Company, Aurora, Ill., while on a recent trip to Atlanta, Ga., appointed L. S. ("Lots of Service") Crane agent for the Thor in that city. Crane has been allied with the motorcycle agency business for several years, and is also agent for the Pope and distributor for the Baxter sidecar.

A BIG DEAL CLOSED

H. R. Holgate, manager of the Motorcycle Sales Co., of Scranton, Pa., has closed negotiations by which the International Correspondence Schools will mount their traveling representatives on Harley-Davidson motorcycles. The first order received after Mr. Holgate closed the deal was for 25 Harley-Davidsons, 10-B's and 10-C's, to be used by the International road men.

L. C. Wilson, of Asheville, N. C., has joined the traveling forces of the Southern Harley-Davidson branch at Atlanta, Ga. His first trip will be through Mississippi.

VARIED USES OF THE MOTORCYCLE—SERIES 8



UPPER left-hand corner, a touring party in Colorado; in circle, a van outfit used by an automobile supply house; at right, an R. F. D. carrier; square at left, the motorcycle in farm service; bottom, repairs are needed on a piece of farming machinery and the motorcycle is ready for a hurried trip to town.

A TALK WITH THE BICYCLE DEALER

In Which a Number of Arguments are Advanced to Prove that the Bicycle and Motorcycle Lines Can Be Advantageously Handled Together

By A. H. Bartsch
Advertising Manager, Bosch Magneto Co.

Half-minute Sketches by the Author

THIS is the day of specialization, so the folks who study systems tell us, and the specialist's the thing. There is no denying that this rule does apply in numerous cases, but it is also true that by using the same time, the same tools and the same space a man can often double his income through devoting a little additional effort to a second line of endeavor.

I know of no better example of this possibility than the one which is now presented to bicycle dealers. The bicycle agent may believe in specialization, and he may have in his breast the loyal feeling that to sell bicycles and sell them right is his duty, but he must remember that the bicycle and the motorcycle are so closely allied that there will be little or no interference with his policy of specialization. His bicycle line will not suffer, and with the same time and effort he is now using he can successfully handle both lines.

To argue my point still further let me call attention to the fact that mechanical history proves the motorcycle to be the out-growth of the bicycle. The first practical and saleable motorcycles were simply bicycles with the gasoline motor attached to furnish power. Experience, experiment and careful analysis of the requirements to be met have brought the motorcycle to its present state of perfection, and that the influence of advanced motorcycle designing is being felt in the bicycle field should be clear to anyone who will study the lines and construction of the modern bicycle.

Why the Two Lines Dovetail

A Motorcycle Bee in his Bonnet

Frame lines and the equipment for bicycles strongly suggest the lines and the equipment of motorcycles, and there are indications that the bicycle manufacturer is desirous of following the motorcycle idea as far as possible without using a motor, and of course without adopting anything that will materially increase the weight of his product. There will always be men and women who will adhere to the bicycle, but there is no gainsaying the claim that the bulk of bicycle sales are made to young folks. Let the bicycle dealer sell as many bicycles as he can while a boy is developing to the motorcycle age, and then let him be prepared to cater to that boy if he decides that he must graduate from the bicycle ranks into motorcycledom. This is the most natural arrangement imaginable. If a young man tires of bicycling and motorcycles are displayed in the same store when he has been taking his bicycle trade it is a simple matter for the rider to go out some fine day with a "motorcycle bee in his bonnet," to use the phraseology of the street.

Here let us analyze the psychological situation created by this trend in the bicycle field.

Will remark, Oh Shucks!

The youngsters delight in coasting downhill. A taste of this exhilarating sport creates a desire to also coast uphill and likewise on the level. The laws of gravitation and the like make the last two procedures obviously impossible without power, so the desire to cover ground without effort grows until the motorcycle comes into view. Financial stringency or various other reasons may prevent the prospect from becoming an immediate purchaser and there may also be the objection of his parents on account of his age; nevertheless the desire to own a motorcycle remains and this desire is felt in the selection of the bicycle, which, to his young mind, is the next best thing. When he goes to the dealer's store to purchase his bicycle, he picks out that machine which most closely approaches the appearance of a motorcycle. This similarity in appearance may be only in the frame and general design, but it has at least started the "pot a-boiling," so to speak, and the young fellow is a potential motorcycle purchaser from then on.

How to Keep the "Pot Boiling"

Here again I believe it has been proved that the man who sold the bicycle should be the man who is to keep that "pot a-boiling" and to reap the benefit that will accrue from the eventual motorcycle sale.

Every bicycle purchaser can be considered an eventual motorcycle purchaser if he is properly approached and providing the wherewithal is or will be available. Do not misunderstand me that the statement is made unconditionally, for various factors intervene and reduce somewhat the proportion of possibilities, but the number that will save their pennies and those who have a vast influence in their "appeals to papa" are well worth considering. As a small car buyer is always a big touring car prospect in the automobile field, simply because he is never satisfied until he can go as far and as fast as his next door neighbor, who owns a "Big 6," so is practically every purchaser of a bicycle, a possible motorcycle purchaser.

Now, I feel that some of you dealers will remark "O, shucks!" and you are going to say that although some cyclists will declare, "lucky fellow," when, while struggling up a long hill, they are overtaken by a motorcyclist, who with a smile flies past and makes speedy work of the long gradient, many more will say, "I wouldn't own one of those monsters for any money." My point is these fellows have never been invited to look any deeper into the subject. They can be converted, yes, easily converted, by your own sensible and logical arguments if you will but advance them. Their ideas that a motorcycle is too difficult to master, too noisy, too bumpy, has too many breakdowns, is too expensive in upkeep, can all be cured. For it is reasonable to say that the 200,000 or 300,000 people who are now enjoying the pleasures that the motorcycle of today provides would not be doing so if any of these allegations made against it were true.

Some Objections Answered

For the sake of argument, let us touch upon some of these points which, at the same time, will tend to show the advantages of the motorcycle over the pedal cycle. A new motorcycle will cost in the neighborhood of $200. If the recruit prefers, however, he can start by purchasing a first class, guaranteed, second-hand machine, which is readily obtainable and at a figure permitting of a profitable re-sale. As to learning the ins and outs of motorcycling, there is no extensive knowledge required. The bicycle rider can master the balancing and steering of a motorcycle in a few minutes, and with a two-minute preliminary practice with the controls, while the machine is running on the stand, the new convert is ready to go to some unfrequented road or street where, with an additional half hour's time, he will find himself as much at home on the motorcycle as he was on the bicycle.

For the "too noisy" argument let me assure you that the average motorcycle is *not noisy*. If motorcycle riders would respect more the nerves of the pedestrian and keep the mufflers of their machines closed, the "too noisy" opinion would not exist. It is entirely in the hands of the rider himself whether his machine is noisy or not. If he cares more for public opinion (as he should) than for his idea that noise means smartness, he will keep his muffler closed and earn the community's respect rather than its censure.

It removes the mental cobwebs more quickly.

As for bumpiness, the appearances are misleading. The action of the spring frame and the spring forks appear to jounce the rider, but in reality he is riding in comfort, almost in luxury. The big saddles now provided and the spring construction now used at the rear and fore ends of the motorcycle, provide regular arm-chair ease and instead of being uncomfortable the rider is most agreeably seated.

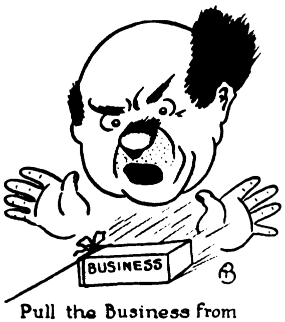
The Dealer should not bite off too much.-----

The Modern Motorcycle Is Dependable

Coming to the breakdown claim, motorcycle break-downs are almost nil. The idea that motorcycles are unreliable fortunately is dying out, for which the makers are much to be congratulated. The present-day motorcycle is as perfect a piece of mechanism as the world may hope to see for some time. A rider occasionally may be seen with his mount at the roadside, but the delay will generally be found to be due to some trifle, which is put right in a few minutes. The reliability of the motorcycle is becoming phenomenal, as the numerous long-distance tours and endurance contests held each year testify.

The running expense of the motorcycle is an important factor. It is generally known that the motorcycle is wonderfully economical. One hundred miles are regularly covered with a trifle over a gallon of gasoline, which figures out at about one-quarter of a cent per mile. This, mind you, is not based on economy contests, but on actual road riding, so that the cost of power transportation may be considered even cheaper than human effort.

And now let us consider the physician's argument for motorcycling. It is decidedly healthful; I might even say, exceedingly so and be sure of my claim. The fact that there are hundreds of physicians now regularly depending upon their motorcycles for recreation as well as for carrying them to their patients is conclusive evidence of their regard. Many of these learned gentlemen have gone so far as to render opinions that, far from having any deleterious effect, motorcycling improves the system. The exhilarating motion, the rush of pure, sweet country air into the lungs refresh and invigorate the whole body and have a tendency to remove "mental cobwebs" more quickly than can any other form of exercise. To those who live in cities, the motorcycle enables them to reach the country with its pure fresh air and unrestricted fields in minimum time at minimum expense and with maximum ease and comfort. It enables them to extend their rambles to distant lakes and mountains previously beyond reach, even by railroad or bicycle. Truly the motorcycle is an "uplift" vehicle.



Pull the Business from under his very nose.

Commercial Field Is Broad

Let us just touch slightly upon the subject of its commercial value. It can be made a most helpful asset in business. Salesmen can use it in making their calls and can save time and expense which are incurred by the use of railroads. The small and large dealer can make excellent use of it in delivering packages, simply by the adoption of a package delivery attachment. The government, too, is using motorcycle delivery vans in its service to a considerable extent. From this it can be gathered that there is an important business outlet besides the social field that can be worked by the bicycle dealer.

Just another point before we close this line of argument. The motorcycle can easily be made into a tandem. It can readily be made to carry a sidecar attachment, so that the "lady fair" may go along on the trips to the country. This fact creates a wider market than would be possible in the bicycle field for the reason that the price of the initial outfit can be cut in half, for two then can donate to the cost instead of one. This feature, at least, should be considered as an important point when figuring whether the resources of your territory are such as to permit the purchase of a vehicle costing in the neighborhood of $200.

Concerning the Extra Investment

So much for the psychological and sales point of view. Now let us touch on the business side. If the motorcycle is taken on, the investment in stock naturally will increase, but that is but logical. It is, we might say, in accordance with the times, for it is quite impossible for one to make money in trade today unless he has a little money to make it with. Perhaps the increase in the investment will not have to be large, for in adding the motorcycle to his stock he is not taking on a widely varied line.

He can build up an excellent business with one good make, but if he is in a position to handle two makes he will of course have a better chance of satisfying his customers and making rapid sales. It should also be kept in mind that the dealer who has several machines, both singles and twins, on the floor of his salesroom has an advantage over the agent who has only a single demonstrator. The former can turn a machine over to a buyer at once, while the latter is compelled to wait until one can be shipped from the factory. During the delay there is always the danger that the buyer may change his mind, or that any one of a dozen things may happen.

But it is necessary, of course, for the dealer to exercise the greatest care not to overload. He must not bite off too much.

When considering the matter of extra tools to handle the motorcycle work the dealer will find that his outlay will be comparatively small. He will need some additional tools for operating on the motor itself, but as regards the rest of the machine his bicycle tools will usually be found satisfactory. Careful buying will enable a dealer to take on a motorcycle line with a surprisingly small outlay in addition to his bicycle expenditures.

The Element of Competition

As for the knowledge required, the bicycle dealer is generally of a mechanical turn of mind, so that most minor adjustments that may be required on any recruit's mount can readily be made, while by the mere association with the motor and by reading the various trade papers, the bicycle dealer can quickly acquaint himself with the additional knowledge required.

And now let us consider the competition in the motorcycle field. As a rule, motorcycle manufacturers set aside exclusive agencies in towns or cities so that any dealer taking on a certain make is assured of no competition other than that which is provided by the agent of some other make of motorcycle. All motorcycles are not alike, for while they are all powered by a gasoline engine, each one seems to have at least half a dozen features of its own, so that there is always room for good salesmanship. Making the sale depends upon just how you advance the points of your machine.

How different this is from the bicycle business, where all machines are practically alike and where sales arguments are reduced to a minimum; in fact, a substantial sales argument is a rarity. How different the motorcycle business is from the bicycle business, where department stores and mail order concerns hamper the small dealer. They sell under his price and by their largeness and financial strength pull the business from under his very nose. It seems that the motorcycle proposition from this standpoint alone is a factor to be longed for. It no doubt will bring many bicycle prospects which heretofore you have not been able to reach.

The Association has a Wonder who writes and writes and writes--

Plenty of Co-Operation

Lastly, let us consider the sales help provided by the association which is backed up by the motorcycle manufacturers. From this association is sent at regular intervals to all dealers who apply various matters of information, advice in preparing letters, samples of advertisements and general "ginger-up" sheets. This association is "up to snuff" on all kinds and types of selling campaigns, so that even though the bicycle dealer may be dubious, and feel insecure regarding his abilities to be a salesman, he need merely apply to the association, which has a writer who writes and writes and writes and who will keep him busy with suggestions and valuable ideas that cannot but help create a considerable amount of business. All that is necessary then is to put the ideas to work, assist them by the vigorous action and wideawakeness that present business demands, and you can hardly help but be successful.

It behooves all of you to take time by the forelock and drop a line to the manufacturer who makes the motorcycle you want to sell.

Take Time by the Forelock

ECLIPSE

A Prediction

Here is a prediction—and a true one:—This year fifty per cent more sidecars will be in use than in 1913.

Last year, the single speed motorcycle was proven absolutely impractical for sidecar use. Then arose a cry from all sides—"We want a two-speed—a simple, reliable, always-effective two-speed!"

As usual, ECLIPSE has met the demand. The Eclipse Two Speed is the result of ten years' experimenting. Is there any wonder that the Eclipse combines in its construction all the essential principles of proper construction plus a distinctive mechanical ingenuity that makes for absolute satisfaction in service?

With the ECLIPSE TWO SPEED the rider can get 66% increased pulling power, with 40% gear reduction! The drive is absolutely certain. The gears are always in mesh. No stripping.

There are hundreds of points about the ECLIPSE that have made it instantly popular with the seeker of two speeds. The ECLIPSE can be fitted on any machine, any model. The double control, lever and foot, raises it into the automobile class.

THAT is why we say that—because the demand for an efficient two-speed is met in the ECLIPSE—1914 will witness the greatest demand for sidecars the motorcycle industry has ever known.

The 1914 Season Will Bear Us Out In This

ECLIPSE MACHINE CO. - ELMIRA, N. Y.

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MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY—FIRST MAY NUMBER—MAY 14, 1914

A BIG AND IMPORTANT INDUSTRY

IF the motorcycle industry were not a big and promising field, an issue like this Spring Number of MOTORCYCLE ILLUSTRATED would not have been possible. We pride ourselves upon this issue principally because, from both an editorial and a business standpoint, it proves the size and the importance of the motorcycle trade. We wish we could transmit to every manufacturer, jobber and dealer some of the enthusiasm which the preparation of this number has aroused in the staff of MOTORCYCLE ILLUSTRATED. Such success as we may have achieved is ninety per cent. due to our confidence, fully justified, in the immediate future of the industry. We need hardly elaborate upon the fact that this sort of confidence means at least as much to the manufacturer, jobber and dealer as it does to the publisher of a trade journal. We believe that in a majority of cases failure to produce the desired results in sales is largely due to uncertainty as to whether the desired number of sales can be made.

We therefore urge upon every dealer the desirability of imbuing himself with a confidence that the opportunities for the sale of motorcycles in this country are all but unlimited, in any event, far in excess of the available supply. The demand is there and it is up to the dealer, first, to locate it, and then to meet it. The modern motorcycle is deserving of all the confidence a dealer can possibly possess, and, with a dealer's firm determination to sell, backing up the machine itself, there is nothing to prevent the establishment of new sales records for 1914. Dealers, you have a good proposition, and you know it. Simply make others believe as you do.

OF VALUE TO DEALERS

WE recommend to dealers a careful study of the numerous page plates published in this issue, showing the various uses to which a motorcycle may be put. Unfortunately we were unable to use more than twenty-five per cent. of the photographs sent in to us, but those published give a representative idea of the adaptability of the motorcycle for innumerable pleasure and commercial purposes. It will help every dealer, in both his store work and in his advertising, to be able to cite proofs of the motorcycle's wide availability in practically every field of recreation and light delivery. Dealers will find it entirely to their advantage to keep this number for constant reference, not only on account of the illustrations above referred to, but also because of the great practical value of the numerous other articles printed in this number. Read them all carefully. Most of them are written by experts who thoroughly understand their subjects, and to whom this journal is deeply indebted for their services.

THE SARATOGA MIDSUMMER RALLY

SOME time this summer, probably between the 1st and the 15th of July, there will be a gathering of New England and Middle Atlantic States motorcyclists at Saratoga, N. Y.

The size and the enthusiasm of that assemblage of riders will depend almost entirely upon the amount of cooperation we shall have from dealers and clubs in the States in which it is proposed to line up delegations for the big tours to the point of assemblage. Elsewhere in this issue we publish a map showing the four main routes, from Boston, Providence, Buffalo and Washington, respectively, to Saratoga Springs, which is centrally located from all four extreme points and is otherwise an ideal place for a big gathering of motorcyclists, and it should be a record-breaking event from every point of view.

The secretary of each club in the sections covered by the routes is urgently requested to communicate with us and otherwise do all in his power to help bring a large representation of club members to this midsummer rally. As we stated in the April 30 issue of MOTORCYCLE ILLUSTRATED, if only ten per cent. of the 50,000 riders in this section participate, the gathering at Saratoga will be the largest in the history of motorcycling.

These tours will be arranged so that they will in no way conflict with either the F. A. M. national convention or the Cycle Trades annual gathering at Atlantic City. Complete details for the Saratoga Meet will be printed as soon as the date and place of the F. A. M. national session are announced. It is probable that the tours will be so timed as to bring the participants into Saratoga July 4.

FINE MAPS FOR MOTORCYCLISTS

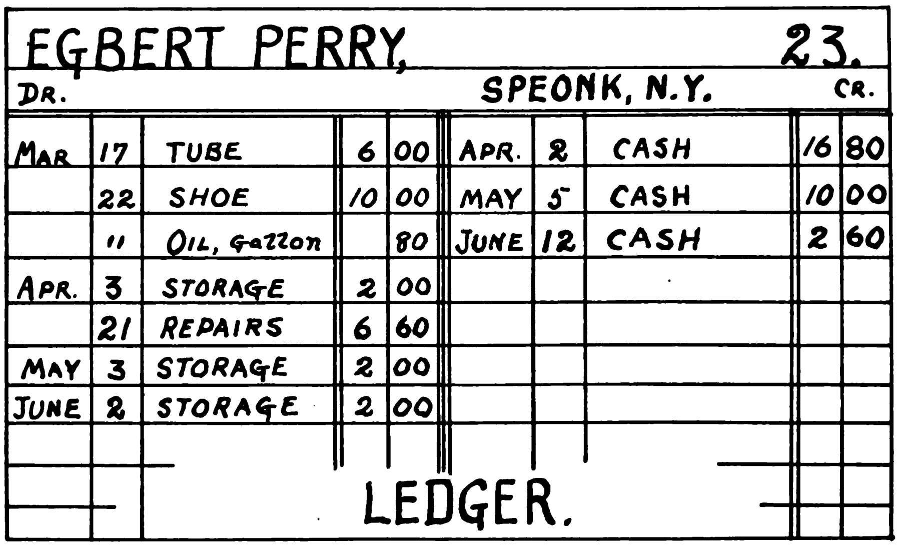
WE publish in this issue of MOTORCYCLE ILLUSTRATED, maps and touring directions, complete, accurate and up-to-date in every detail, covering, on the one hand, the best transcontinental routes, and on the other, a specially-mapped Ideal Tour. These maps have been prepared with special reference to the requirements of motorcyclists by Mr. Robert Bruce, of the Touring Department of the A. A. A. Nothing like them has ever before been published in any motorcycle journal, and we therefore urge every recipient of this number, whether or not he intends ever to make either of these tours, to keep this issue for possible future reference. One never knows when the occasion will arise when maps and touring directions of this character will be of great service. Transcontinental tours are now quite common and you, Mr. Reader, may some time try one yourself.

A SIMPLE COST-KEEPING SYSTEM

How the Motorcycle Dealer May Keep a Complete Record of His Business Transactions Without Unwinding a Lot of Mathematical Red Tape

By Ridgeway Bannan

HAPHAZARD cost-keeping has been the cause of more failures in the motor vehicle line than any amount of falling off of business itself, according to one of the leading accountants in that line. The writer had the pleasure last season of going over a well-known motorcycle and bicycle territory with this expert and the results were far from edifying, as not five out of nearly twenty small dealers knew what condition their affairs were in within two or three months of the time of our visit. The bookkeeping was of the most primitive description in most cases, and needed an expert accountant to unravel the jumble of items scribbled hastily with a hard lead pencil in a yellow-leaved ledger.



EGBERT PERRY. 23.

DR. SPEONK, N.Y. CR.

MAR	17	TUBE	6	00	APR.	2	CASH	16	80
	22	SHOE	10	00	MAY	5	CASH	10	00
	"	OIL, Gallon		80	JUNE	12	CASH	2	60
APR.	3	STORAGE	2	00					
	21	REPAIRS	6	60					
MAY	3	STORAGE	2	00					
JUNE	2	STORAGE	2	00					

LEDGER.

Such jottings as "Air, 5 cents"; "Sold Blank's machine, $175"; "Bought gross of Jiffey cement, $3.66," and "Paid gas bill, $3.64" followed one another in one book, and it is needless to state that the owner of this book and others like him are not successful business men. In one case, a dealer invested in a magnificent cash register at a cost of $455, hoping to save *all* cost-keeping by its use, but found that he had to sort the records kept by the register just the same. The money invested would have paid a good bookkeeper for the entire season and for a $15 cash register in the bargain. As it is, he will be handicapped for nearly two seasons in "catching up" to the cash register with its eight banks of keys.

Most retailers look upon the usual methods of cost-keeping with a species of awe, as something beyond the ken of all but a highly-trained few. But while no business is too small to be handled successfully by double-entry bookkeeping, simpler and quicker forms can be used by the motorcycle dealer to great advantage. One such form is given here and is special to the motorcycle man. It involves the use of four books and an autograph register, or four books and sales slips, according to the liking of the individual. The use of the autograph register is recommended wherever the amount of business warrants it. Such a register makes three copies (counting the original) of every cash or credit transaction, the first going to the purchaser, the second to the proprietor, while the third remains in the machine as a check. In case of disputes, the seller has a copy of the transaction in the machine and another in his files.

The Five Unites

Four books seem a lot to have to use, but as a matter of fact, only one comes into use regularly. This is the *ledger*, in which all transactions are recorded at the end of each day or week. The most "active" unit is the register or the "sales slips," as the case may be, for on these are kept all sales or credit charges as they are made. The second book is the *supplies* book, in which are entered all purchases made in connection with the business, while the third and fourth books are respectively the *storage* and the *machine* books.

The former contains a record of all machines on storage, and from its pages the bills for storage are made out. The machine book has in it the list of new and second-hand machines, and like the storage book, is specially ruled. The ledger is regularly ledger-ruled; *i. e.*, each page has two parallel columns with date spaces, item spaces, and dollars and cents spaces in each. Specimen rulings will be seen in the accompanying illustrations. To these four books may be added a fifth, an *address* book, although this is not really necessary to cost-keeping. It is very useful as an accessory in making out bills, etc., however.

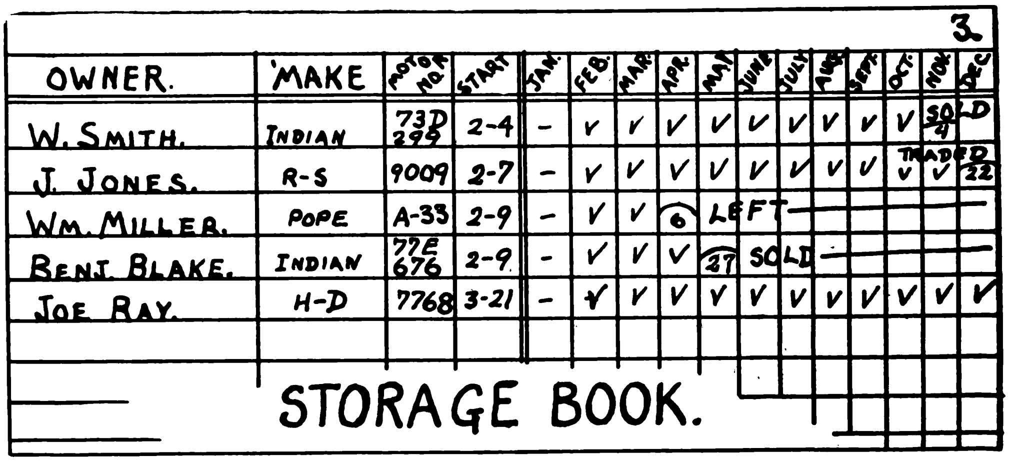
Operating the System

The main point about this cost-keeping system is that everything goes into the ledger, eventually. In this book the pages are headed with the name of the customer, and there are several pages headed "Cash" for cash transactions. The *debits* are written in the left-hand columns and the *credits* in the right-hand columns, while on the "Cash" pages the money taken in goes in the right-hand and that paid out in the left-hand column. Cash or credit sales are recorded on the register or slips, and the items entered in the ledger as convenient, after which the slips are filed away. To find out how the dealer stands at the end of any given period, say a month, the debits and credits are taken from each page of the ledger, the amount receivable on storage machines is taken from the storage book and any assets in the shape of machines taken from the machine book. All cash is grouped under "Cash" in taking this record, all accounts due the dealer under "Bills Receivable," all accounts payable by the dealer under "Bills Payable," and stock (obtainable from the stock book) and machines under "Assets."

Any garage expenses, like rent, salaries, heating, lighting, current, etc., come under "Bills Payable" until paid, when the transaction enters into the ledger under "Cash" as mentioned above. The difference between the debit and credit columns will give the standing of the dealer, and this whole operation will not take more than an hour, if care has been taken in entering all transactions into the ledger clearly and accurately.

The Storage Book

The storage book is ruled like the illustration, into sixteen columns. The first four are headed, beginning from left to right: "Owner"; "Make"; "Motor Number"; "Started," and the other twelve are headed with the months of

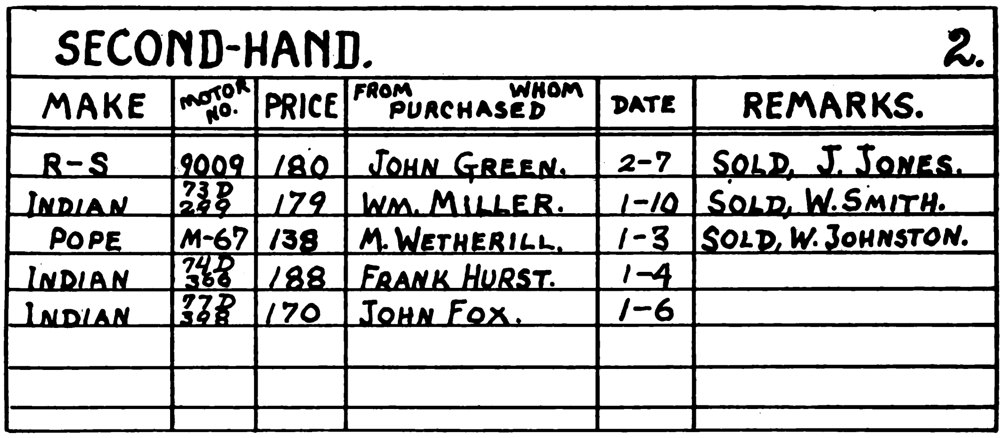


3.

OWNER.	MAKE	MOTOR NO.	START	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
W. SMITH.	INDIAN	73D 299	2-4	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	SOLD 4	
J. JONES.	R-S	9009	2-7	-	✓	✓	✓	✓	✓	✓	✓	✓	TRADED ✓	✓	22
WM. MILLER.	POPE	A-33	2-9	-	✓	✓	6	LEFT							
BENJ. BLAKE.	INDIAN	77E 676	2-9	-	✓	✓	✓	27	SOLD						
JOE RAY.	H-D	7768	3-21	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

STORAGE BOOK.

the year. Referring to the first item, we find that W. Smith, owner of Indian twin 73D299, started to store the machine on February 4 and continued until he sold his machine in November. J. Jones, with Reading-Standard twin 9009, started to store on February 7 and finally traded his machine in on December 22. William Miller, rider of Pope twin A-33, commenced storing February 9 but ceased on April 6, and Benjamin Blake, with an Indian 77E676, stored from February 9 until May 27, when he sold his machine. Every machine under storage is thus accounted for and identified according to the motor number, and in case of dispute, theft or the like, the value of such a record is incalculable. The book used for this purpose is bought ruled only with lines across the page, and the dealer can easily rule the vertical lines and write in the headings at each column.



SECOND-HAND. 2.

MAKE	MOTOR NO.	PRICE	FROM WHOM PURCHASED	DATE	REMARKS.
R-S	9009	180	JOHN GREEN.	2-7	SOLD, J. JONES.
INDIAN	73D 299	179	WM. MILLER.	1-10	SOLD, W. SMITH.
POPE	M-67	138	M. WETHERILL.	1-3	SOLD, W. JOHNSTON.
INDIAN	74D 366	188	FRANK HURST.	1-4	
INDIAN	77D 398	170	JOHN FOX.	1-6	

The Machine Book.

This book is ruled in six parallel vertical columns of varying width, as shown. There are two sections to it, for "Second-Hand" and "New Machines," the latter being really a record of all machines that the dealer handles as an agent. The "second hand" pages have the first column headed "Make," the second headed "Motor Number," and the others are successively headed "Price"; "From Whom Purchased"; "Date"; and "Remarks." Like the columns in the storage book, the vertical lines can be ruled by hand and the book need not be very large. The size of an ordinary octavo (6 by 9 inches) book would generally be all right. The columns of the new machine section of this book are the same as those of the second-hand section, except that the third column is headed "Sold To" instead of "From Whom Purchased."

How the Books Check Up.

An instance of how the storage and second-hand books check up will be noticed by reference to both illustrations. Reading Standard 9009, purchased for $180 from John Green, was bought on February 7 and sold to John Jones. The date of this sale is entered in the ledger, and as Jones stores his machine with the dealer, it is his machine that appears second on the list in the storage book. W. Smith's Indian 73D299, on storage since February 4, was originally the property of William Miller, from whom the dealer bought it for $179 on January 10. William Miller's Pope A-33 was not obtained from the dealer, or it would be listed in either the second-hand or new machine section; Benjamin Blake's Indian 77E676 is similarly unidentified. In the second-hand book, the Pope M-67, bought from H. Wetherill on January 3, has been sold to William Johnston, the record being entered in the ledger. The Indian obtained from Frank Hurst is not yet sold, nor is the twin of similar make bought of John Fox.

The easiest way to identify machines unsold from those sold by a quick reference to the book, is to run through the latter with a red ink or blue pencil line. The second-hand list should be freshly made out every month or two, using the unmarked machines for the new list.

Brief Classification

In conclusion, a brief classification of the items according to their going on the debit or credit side of the ledger will be of service.

Debit Side: Bills payable, rent, lighting, wages, heating, current, taxes, repairs charged to customers, storage charges, repairs to garage, money paid for second-hand machines, deposits on new machines, cash paid for new machines, supplies purchased, money returned, advertising.

Credit Side: Bills receivable, cash income from all kinds of work, machines taken in trade, money paid to the dealer for storage, money from stock sold, money obtained from sales of machines, money from customers as deposits on goods, tuition fees, forfeited deposits, commissions or privilege fees.

In making up a yearly, semi-annual or quarterly statement of business, the liabilities will consist of all items on the debit side, including bills payable, while the assets will include all items on the credit side of the ledger plus the value of second-hand and new machines, and the stock on hand. No attempt has been made here to include good will, fixtures, and the like, as these are items which need the calculations of a professional accountant.

Motorcycles have been provided for the salesmen of the Greenville (S. C.) branch of Armour & Co.

TO STUDY EXPORT CONDITIONS

Leaders in American Trade Circles Plan Convention With a View of Helping the Sales of All American Products in Foreign Markets

ALTHOUGH conventions have been held for the discussion of almost every conceivable public question it has remained for the business men of the United States to organize the first conference for nation-wide discussion of American foreign trade. The call for the National Trade Convention to be held in Washington, May 27 and 28, under the auspices of the American Manufacturers' Export Association, the American Asiastic Association and the Pan-American Society proceeds from a realization that the foreign trade is now at a point where its future is vital to the country's prosperity. With a tariff designed to throw American industry into world-wide competition, important problems relating to sales of American products abroad demand attention.

Every other great commercial nation has a systematic foreign trade policy. American oversea commerce is chiefly due to the abundance of this country's natural products and individual enterprise of manufacturers rather than to national policy. In the volume of its foreign commerce the United States stands third among the nations. The United Kingdom is first. Germany, as a result of intensive organization in the face of vast natural difficulties, is second.

The General Committee headed by the Hon. Lloyd C. Griscom, former American Ambassador to Italy and Japan, receives daily evidence of the interest felt in the convention. Commercial bodies throughout the United States will send large delegations. A large attendance of representatives of the chief productive activities of the country is assured. This includes the heads not only of industries which are already winning foreign markets, but of railroads and enterprises whose benefit from foreign trade is collateral rather than direct. Secretary Redfield of the Department of Commerce at Washington will open the convention.

It is generally realized that the future maintenance of a large volume of exports must increasingly depend on the larger oversea sale of American manufactures. The keen competition which is encountered from those nations already entrenched in neutral markets with their steamship lines, trading houses, armies of trained salesmen, banks and investments will be dealt with by men experienced in export selling. Addresses on existing conditions in different sections of the country as related to foreign trade will be submitted by representative business men.

In order that the convention may become a practical business men's discussion, yielding definite results and leading to conclusions all papers will be prepared in advance and distributed to the delegates before they come to Washington.

The committee plans that the papers, being authoritative deliverances, shall present to each delegate's mind a picture of domestic conditions as related to foreign trade and of oversea opportunities for and obstacles to its extension. The practical experience of those engaged in foreign trade will be revealed to the convention as a basis for consideration of ways and means for future advancement.

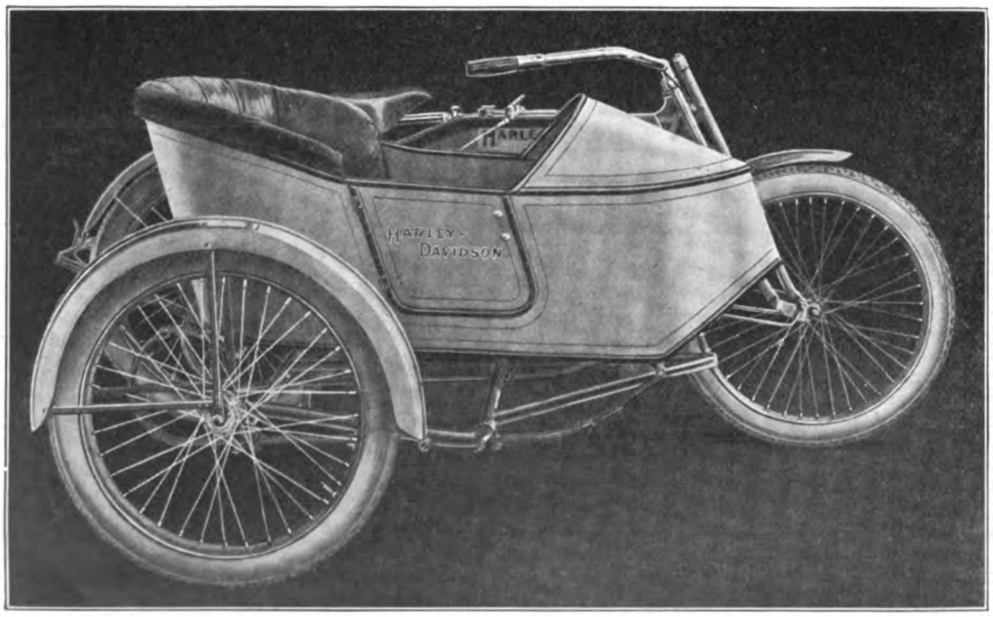
The Harley-Davidson is the
Because It Offers These Impo

A **REAL Starter**—The patented Harley-Davidson starter makes it possible to start the motor without lifting the machine on to the stand, an impractical and decidedly undignified procedure, especially when the sidecar is occupied.

The Harley-Davidson starter operates with a **full** stroke, or it will turn over the motor continuously. It is a simple mechanism with no delicate parts to go wrong, and adds but two pounds to the weight of the Harley-Davidson.

A PERFECTED Two-Speed.—The Harley-Davidson two-speed is the simplest, the strongest, and at the same time the lightest made. It is simple in the extreme. One part has been made to do the work of three.

The Harley-Davidson two-speed twin has had the largest advance sale of any Harley-Davidson model ever announced. More of these machines will be manufactured in 1914 than all other Harley-Davidson models combined. This is largely due to the remarkable adaptability of the Harley-Davidson twin to sidecar use.

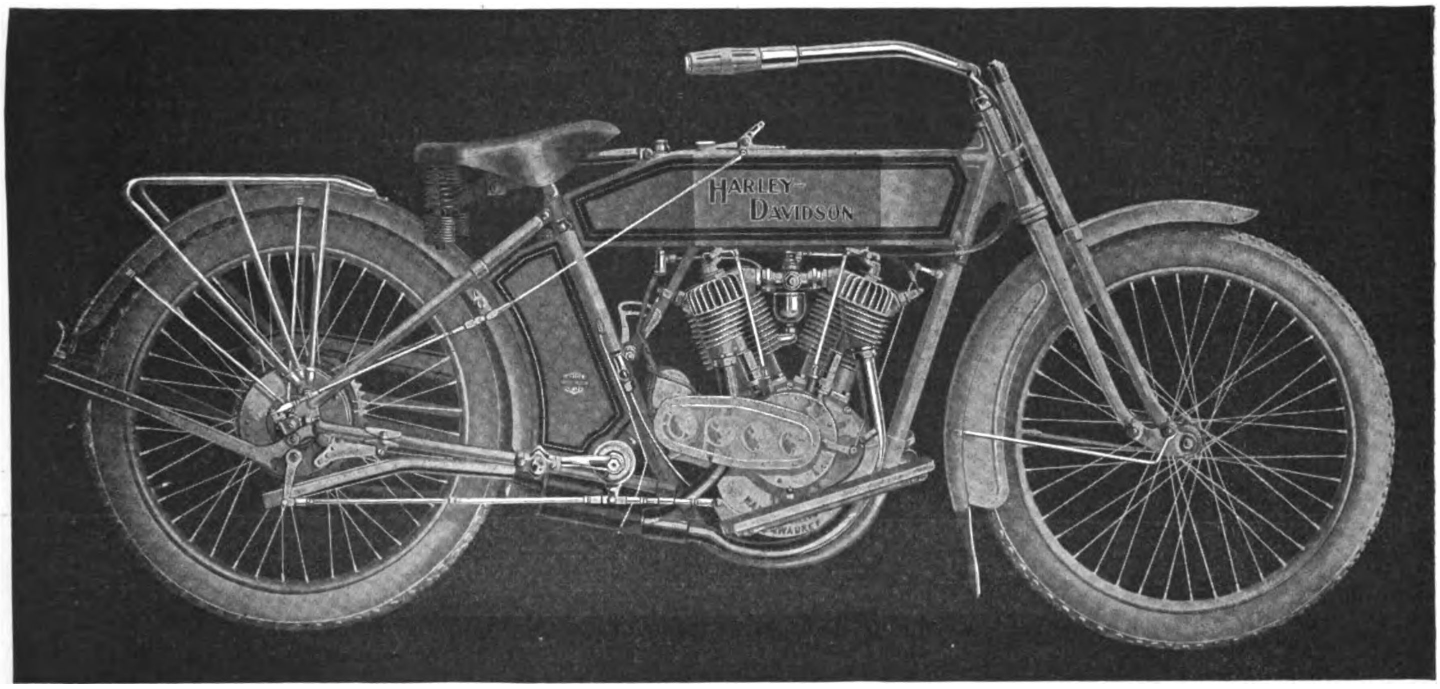


The Harley-Davidson sidecar, the lightest, the strongest and the most carefully built sidecar made.

Sidecars Need a Sidecar Brake.—The big Harley-Davidson band brake has an overload capacity far in excess of the demand of sidecar service. Like the Harley-Davidson front and rear hubs (all manufactured in the Harley-Davidson factories) this brake is made large enough for sidecar work.

When writing to advertisers, please mention Motorcycle Illustrated.

Logical Sidecar Machine
rtant and Exclusive Features



Control Features.—One trial of the 1914 Harley-Davidson will convert any motorcycle rider to the confidence of complete mastery of a motorcycle. The starting of the motor and the starting and stopping of the machine itself is accomplished without removing the hands from the handlebars.

Reinforced Throughout for Sidecar Use.—The 1914 Harley-Davidson frame, forks and rear stays have been reinforced to care for the additional strains imposed on the motorcycle when used with a sidecar. We believe we have put all the strength into these parts that it is possible to build into a motorcycle.

Copy of our 1914 catalog, describing all models of the Harley-Davidson motorcycle, and the Harley-Davidson sidecar, will be sent to any address on request.

Harley-Davidson Motor Company

Producers of High-Grade Motorcycles for More Than Twelve Years

694 C Street
Milwaukee, Wisconsin

THE MOTORCYCLE EXPORT TRADE

Suggestions for the Manufacturer Who Aims to Sell His Products Abroad on a Basis That Will Be Permanently Satisfactory

By B. Olney Hough

Editor *American Exporter*

TWO, perhaps three, of our well-known American motorcycles have made enviable records in England and some other foreign countries. In consequence, hardly a week, certainly not a month, passes that does not bring to the United States inquiries for machines to compete with the makes already introduced. How shall these inquiries be answered? How can foreign customers be secured and their accounts handled satisfactorily, safely, profitably? The fact that several manufacturers are enjoying what it is clear is a desirable and apparently is considered a profitable foreign trade should make these questions of very real interest to others.

In almost every case getting an order from a foreign dealer, even from the man who has manifested his interest in a line by writing for catalogue and prices, is a problem in correspondence. Few manufacturers, probably, will be tempted by occasional chance inquiries to send immediately a first-class salesman even to the most inviting foreign markets. Certainly no manufacturer can send salesmen to all possible foreign markets; hence in every case the greater part at least of the selling must be done by letter. A simple letter: "Yours received and contents noted. Under separate cover we send you our catalogue and are pleased to quote you a discount of 20 per cent., f. o. b. factory, cash to accompany order"—will rarely bring a possible foreign customer into the fold.

Systematic Work Is Needed

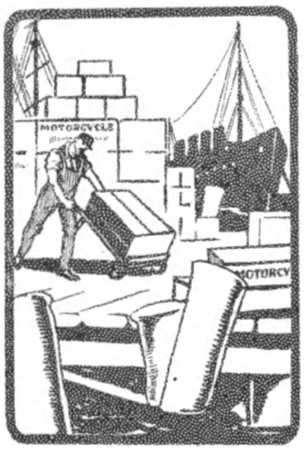
Furthermore, an order for a sample machine means nothing at all. The object of the manufacturer really in earnest in his desire to secure some of the profitable foreign trade in his line must be to establish connections with the most desirable agencies in every foreign market where motorcycles can be sold, and to secure through them the very largest possible volume of business. It is not, then, a question of merely replying to haphazard inquiries, but of actively drumming through correspondence the best prospects in various countries. Only a little ingenuity is necessary to secure the names of the principal probable buyers in the leading commercial capitals of the world, as, for example, the representatives of one or two of our leading export trade papers will not fail to explain to the manufacturer when they seek an advertising contract.

The manufacturer who has plenty of money to spend should by all means dispatch a high-grade salesman, the man best fitted to solicit foreign business, just as early as possible to what seem to be the most attractive foreign markets, which would probably be, at the start, Great Britain and some of the Continental European countries. But whether a salesman goes abroad or not, there are many desirable markets in other lands that will have to be developed through correspondence only.

How to Handle Correspondence

The question of foreign languages is simply solved and is by no means the bugbear that many a manufacturer fancies it. A letter received from a prospect, say in Buenos Aires, couched in the Spanish language, may be sent to any one of the dozens of translation bureaus that exist nowadays in all of our principal cities. The cost will be insignificant and translation is, in fact, done free of charge by some publications for their advertisers and by certain associations for their members. Obviously, it must be much more advantageous when trying to sell one's goods to talk to a prospect in his own language, rather than write to him in English and expect him to pay out money for having a translation made of a letter soliciting his trade.

What to say in the letter and how to say it are much more important, indeed, vital problems. When one is corresponding with people anywhere from 3,000 to 10,000 miles or more distant and the mere exchange of letters requires anywhere from three to ten weeks time, the initial letter should tell the manufacturer's whole story, leaving nothing to the imagination, nothing to require further inquiries and explanation. Short letters, sometimes believed so highly desirable here at home, will not bring best results in foreign correspondence. It is not enough merely to say that all particulars are contained in catalogue or other literature. Why expect your correspondent to dig and delve through the pages of a catalogue (in which, at first, he may not take much interest) to find out what are your strongest claims for your machine?



Why Letters Should Be Complete.

Tell him a little about it in the letter itself. Show him what are the points of superiority of your machine, how it is different or better than others, why you are warranted in asking more money for it than some of your competitors ask for theirs, or how it happens that you are able to offer a better machine for less money than others. Remember that you are *selling* your goods, and you will lose nothing at all by making your letter and your description of your wares so simple and elementary that it would seem ridiculous were it to be sent to somebody here in the United States. Explain everything in primary fashion in the simplest possible language without thought of the length to which your letter may run. But above all make it a *selling* letter.

One letter does not always bring an order from a foreign customer, just as it usually takes more than one letter to get business here at home, when business has to be done in that way. Having made up your mind as to which houses in certain foreign markets seem to be the most desirable possible customers, institute a follow-up system with letters Nos. 1, 2, 3, etc., to be dispatched at appropriate intervals after sufficient time has elapsed for receipt of reply to each and no such reply has arrived. Make each of your letters as strong as you know how to make them after careful study and thought, perhaps broaching in each a new feature of your machine or a new argument why the foreign dealer would profit by taking your agency.

Prices and Discounts

You may very likely be able to get orders if you name your prices f. o. b. your factory, but it certainly would be a distinct encouragement to possible buyers abroad, who may have no idea at all as to what the inland freight on your machines will be, if you quote your prices delivered on board steamer at New York. It is perfectly easy to make such quotations as we shall shortly see, but in case, for any reason, it may not be thought desirable to do so, then the foreign customer should be advised as to the probable freight rate to seaport and cost of putting on board vessel, in order that he may at least make an approximate estimate as to what your machines will cost when they reach him.

If any large number of circular letters is sent abroad it is usually the wisest plan not to quote any but list prices in such letters, for no matter how virtuous the principle "one price to all" may seem, there are many reasons why it does not work well in foreign business, and your quotations to possible foreign buyers ought to be graded according to the importance in his market or the general desirability of the prospect.

Terms of Payment

So far as the financing of export orders is concerned, it is doubtless true that about eight out of every ten American manufacturers who do an export business require payment before shipment of goods. Large exporters have learned by experience, perhaps the experience of many years, how to do business safely with desirable foreign connections on more liberal and inviting terms. But at the start American manufacturers, as a rule and in almost every line of trade, feel that they must have their foreign business financed without risk to themselves. But the demand for payment in advance may be made diplomatically. It is not necessary to say baldly: "Please send cash with order." One may delicately insinuate that as the proposed transaction is the first between the parties and each is unknown to the other, if the foreign buyer will simply instruct his local banker to have a credit opened with a New York banker then both parties will be amply protected, since the manufacturer will know that the money is waiting for him in the hands of a responsible banking establishment, while the distant customer will be assured that the banker will not pay until the goods ordered are actually on their way.

The great bulk of American, as of every other country's export trade, is done on the basis of "draft attached to documents," which simply means that the goods are consigned to order, the bill of lading attached to other necessary shipping documents and passed through bankers to be delivered when the accompanying draft is paid or accepted as the shipper may instruct. Foreign exchange bankers in New York who deal in such paper will cash these documentary drafts as soon as goods have been dispatched. This transaction, it should be noted, is entirely different from negotiating a note or collecting in advance on domestic drafts from a local banker.

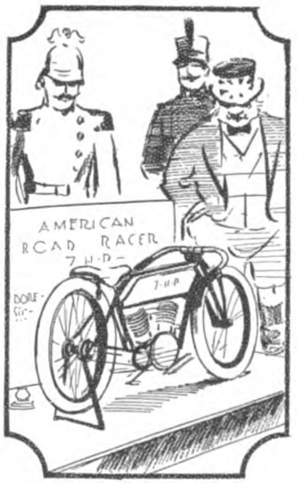
Packing for Export

There is no real secret about export packing for any sort of goods. It has only to be borne in mind that packages are handled much more roughly in hoisting on board ship, hoisting out of holds into lighters and thence onto quays, etc., than when they are loaded from our freight houses into American railroad cars. Motorcycles ought to be close-boxed with strong lumber, properly cleated, banded with strap iron or some of the patented box straps and perhaps braced inside at points where empty spaces make crushing possible. So far as the present writer knows there are no rules as to export packing uniformly adopted by motorcycle manufacturers or by motor car makers. Strong new lumber and plenty of it with interior bracing are the essentials.

Furthermore, any loose parts or accessories should be carefully counted and checked, and then packed by themselves in a small and secure case either fastened inside of the main box or shipped separately. Again, in shipping export goods that are to pass through hot damp climates, especially if the goods are to cross the equator, any parts in the least likely to rust should be thickly covered with a coating of grease or slush in order that they may arrive at destination in presentable condition.

Shipping Export Goods

It would probably be better at the start of his export business for the manufacturer to utilize the services of forwarding agents at New York or at other port of shipment. A letter addressed perhaps to three or four such houses (to get competing quotations), specifying the number of cases to go forward about a given date to a certain port, their weights and measurements, the value of the shipment, etc., will bring quotations including transfer from arriving railway station to outgoing steamer, clearing at custom house, the cost of ocean freights, insurance, etc. In dispatching the goods thereafter it is only necessary to fill out instruction blanks that are supplied by the forwarding agents and send to such agents with railway bill of lading.



In doing export business careful attention must be paid to certain formalities which are simple enough in themselves when once understood. Invoices (in duplicate) ought to specify carefully and most exactly just what goods are packed in what numbered cases, while the goods themselves should be described accurately and fully.

For all export goods shipped by water, marine insurance is an absolute necessity. If shipments are made through forwarding agents the latter will attend to this formality if so instructed.

The ocean bill of lading, it must never be forgotten, is a document absolutely essential to the consignee of the goods. Unless he presents such a bill of lading he will not be able to obtain the goods themselves from the transporting steamship line, at least unless after a long delay, he files a large bond and unwinds an immense amount of red tape. The ocean bill of lading may in most cases, be drawn either "to order" or directly in the name of the consignee of the goods. If drawn to order it must be endorsed by the manufacturer or shipper either in blank, if to be used for banking purposes, or directly to the consignee if the goods have already been paid for. Bills of lading are usually issued in sets of two or three negotiable copies, and it should be understood that the possession of one such negotiable copy is equivalent to possession of the goods themselves.

When Consular Invoices Are Needed

In shipping to some countries, chiefly to the republics of Latin America, documents known as consular invoices are required for which fees, sometimes of considerable amount, have to be paid. This formality will also be attended to by forwarding agents at port of shipment and these charges, like any others not included in the manufacturer's quotation of price on his machines, are charged forward to customer.

Foreign drafts or bills of exchange are also usually drawn in duplicate, the reason for duplicate documents of all sorts being the assurance of safety in the mails, one set being forwarded (always "registered") by one mail and the duplicate set by the next succeeding mail or by a different steamer.

With foreign houses of established and known reputation business can always be done with entire safety on the basis of "draft attached to order bill of lading," but this is by no means always a safe manner of proceeding with unknown foreign customers, who may order in this fashion but refuse the goods on arrival and wait for them to be auctioned off, buying them afterward at greatly reduced prices.

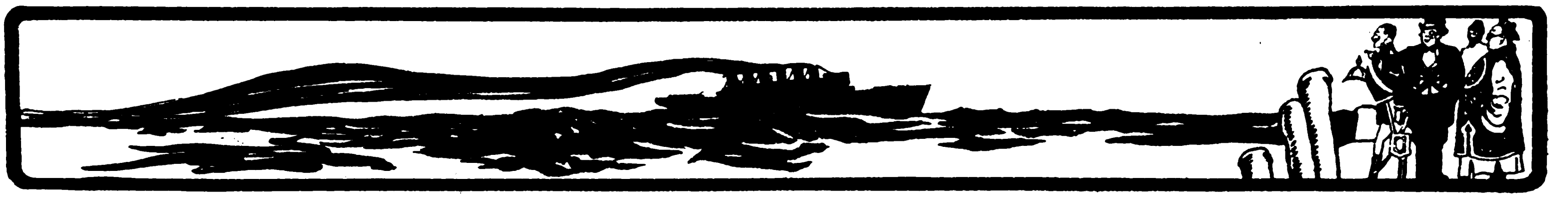
Primary Exporting Rules

The main thing, then, in undertaking foreign business is to know as much as possible about your foreign customers and agents. The second rule is implicit compliance with instructions received from customers, always to be followed to the very letter. The third rule may be; never guess, be absolutely sure that you and your customers thoroughly understand each other. For the fourth—take no step which you do not fully understand; if you don't know just what to do, ask some one who does.

A MOTORCYCLE RELAY

Toronto, Ont.—Officers of the Canada Motorcyclists' Association are making arrangements for what promises to be the greatest motorcycle feat in the history of the sport in the Dominion. It is proposed to send a letter from the Mayor of Halifax, N. S., to the Mayor of Vancouver, B. C., by means of relays of riders. Roughly, the route of the transcontinental ride would be half in Canada and half on American soil, because it would be impossible for motorcycles to be used exclusively from one end of Canada to the other. In several places the country is still in its wild state with only the railroads breaking through these stretches. In these sections there are no roads at all.

The ride would be made from Halifax to Windsor, Ont., all of which is Canadian soil; thence by F. A. M. riders around the southern shores of the Great Lakes to the international border, where Dominion riders would take the message for a dash across the Canadian prairies until the Rocky Mountains are reached, when the route would again deviate to the boundary. The letter would be carried through the State of Washington, thence northward to Vancouver. The distance would be approximately 5,000 miles and over one hundred riders would be used. The time has not yet been set.



REVIEW OF THE 1914 MACHINES

Representative Models of the Various Lines and Brief Specifications Which Show What the American Field Has to Offer—Further Details Concerning Any of the Listed Motorcycles Will be Supplied Promptly Upon Application to the Maker

Bailey Flyer, 9 h. p.

Bailey Flyer Motorcycle Co., Los Angeles, Cal.

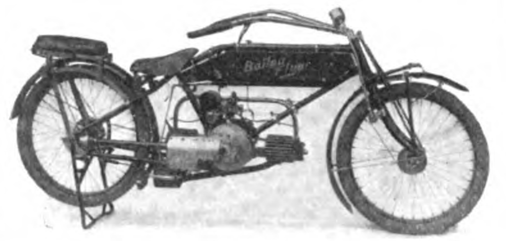
MOTOR: 3¼ x 3¾; opposed type, side-by-side valves; ball bearings used throughout. Started by hand crank or pedals.

CLUTCH: Multiple disc in rear hub, interconnected with brake.

CHANGE GEAR: Sliding type; two speeds; 3½ to 1 on high; 7 to 1 on low.

TRANSMISSION: Enclosed shaft with universal joints.

BRAKE: Contracting type on rear hub, operated from left footrest.



CONTROL: Bowden wire for spark and throttle; compression release by lever under right grip. Change gear operated by lever on right side of seat tube.

LUBRICATION: Positive feed splash system.

WHEEL BASE: 61 inches.

WHEELS: 36 spokes front; 44 spokes rear.

TIRES: 28 x 3; make optional.

FINISH: French gray or maroon.

EQUIPMENT: Tire and tool kit.

Black Hawk, 4 h. p. single.

Black Hawk Motor Co., Rock Island, Ill.

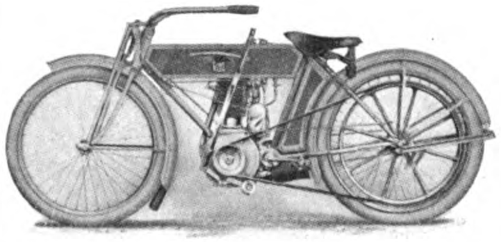
OTHER MODELS: 4 h. p., chain drive, single; 7 h. p., twin.

MOTOR: 3¼ x 3 43/64; inlet over exhaust valve.

CLUTCH: Belt idler combined with multiple disc clutch in rear hub; each operated by a single lever at left side of frame.

TRANSMISSION: Flat belt with separate rear pulley, mounted on clutch body. Chain drive models have primary drive to countershaft by chain, and final drive by chain.

BRAKE: Black Hawk type, operated by back pedaling.



CONTROL: Spark and throttle and compression release by wire mechanism from twisting grips.

FRAME: Rocker type fork with spiral springs for shock and recoil.

LUBRICATION: Adjustable sight feed with mechanical auxiliary.

WHEEL BASE: 53 inches.

TIRES: 28 x 2¾; Goodyear or United States studded.

EQUIPMENT: Tire and tool kit.

FINISH: Light gray with dark panels and blue striping.

Dayton, 9 h. p., Two-speed, $300

Davis Sewing Machine Co., Dayton, O.

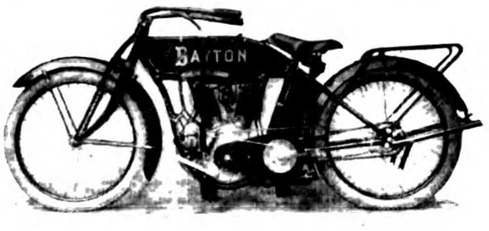
OTHER MODELS: 7 h. p. two-speed, $290; 9 h. p. clutch model, $275; 7 h. p. clutch model, $265.

MOTOR: 3½ x 3.67; inlet over exhaust valve; roller bearing connecting rod; ball bearings elsewhere.

CLUTCH: Multiple disc type; operated by side lever.

CHANGE GEAR: Dog clutch type; two speeds; 4¼ to 1; option, 3¾ to 1 on high; operated by same lever as clutch.

TRANSMISSION: Primary drive by chain to gear box; final drive by a chain.



BRAKE: Davis band type, operated by back-pedaling or special foot lever.

CONTROL: Wire mechanism from grips.

LUBRICATION: Double system; sight feed with auxiliary hand pump.

FOOTBOARDS: Pyramid face; aluminum.

FORK: Rocker spring type; adjustable to weight of rider.

WHEEL BASE: 57 inches.

TIRES: 28 x 3; U. S., Continental, Federal or Goodyear.

EQUIPMENT: Tool and tire kit, and luggage carrier.

FINISH: Dayton carmine.

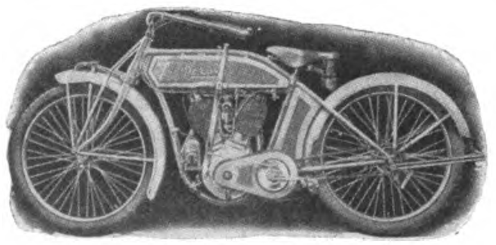
De Luxe, Model 2, $275.

Excelsior Cycle Co., Chicago, Ill.

OTHER MODELS: Model 2, two-speed, $315; model 1, 7 h. p., two-speed, $305; model 1, 7 h. p., regular, $265.

MOTOR: 3½ x 3.76; inlet valves with housings over exhaust valves; roller bearing connecting rods and ball bearing magneto drive shaft.

CLUTCH: Eclipse multiple disc type on countershaft, operated by lever at left side of frame. On two-speed models planetary type is located at hub on left side.



BRAKE: Musselman, operated by back pedaling.

CONTROL: Spark and throttle by wire mechanism from sleeves attached to the twisting grips.

LUBRICATION: Sight feed with auxiliary hand pump.

WHEEL BASE: 57 inches.

TIRES: 28 x 2¾; studded tread; make optional.

EQUIPMENT: Tire and tool kit.

FINISH: Standard De Luxe.

Eagle, 9 h. p. Twin.

Sterling Motor Co., Brockton, Mass.

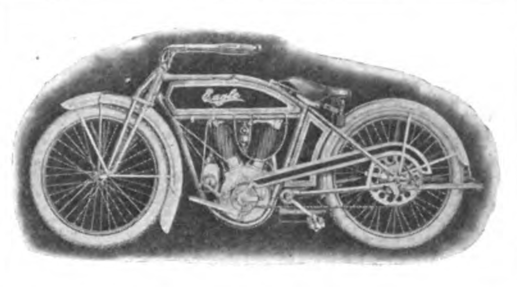
OTHER MODELS: 7 h. p., twin; 4 h. p. single; 5 h. p. single.

MOTOR: 3½ x 3.67; inlet over exhaust valves with housing; roller bearing connecting rods and ball bearing magneto drive shaft.

CLUTCH: Eclipse multiple disc type; operated by left grip or by pedal on clutch body.

TRANSMISSION: Direct chain drive from motor to rear wheel. Other models than one shown have primary drive to countershaft by chain and final drive by chain.

BRAKE: New Departure expanding type, operated either by back pedaling or by clutch pedal on clutch body.



CONTROL: Spark by lever at side of frame; throttle and compression release by right grip. All lever connections throughout.

LUBRICATION: Adjustable sight feed with auxiliary hand pump.

FOOT RESTS: Adjustable aluminum type.

WHEEL BASE: 60 inches.

TIRES: 28 x 2¼ or 3 inches; studded tread.

EQUIPMENT: Tool and tire kit.

FINISH: French gray, panelled in black with gold outlines.

Emblem, 10 h. p., $300.

Emblem Mfg. Co., Angola, N. Y.

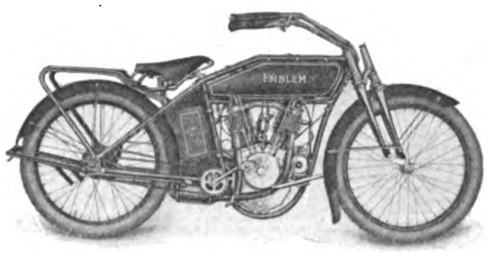
OTHER MODELS: Model 105, 5 h. p., single, $200; model 108, 7-8 h. p., twin, $250.

MOTOR: 3½ x 4; inlet over exhaust valve; roller bearing connecting rods.

CLUTCH: Eclipse, multiple disc type, operated by lever on handlebar.

TRANSMISSION: Primary drive by chain to countershaft; final drive by chain.

BRAKE: Corbin Duplex V-band; operated by back pedaling or by foot lever near left footboard.



CONTROL: Spark and throttle by wire mechanism from grips; compression release by lever under right grip.

LUBRICATION: Sight feed with auxiliary hand pump.

FOOTBOARDS: Aluminum with heel plate; adjustable.

TIRES: 28 x 3 inches; studded tread.

EQUIPMENT: Tool and tire kit and luggage carrier.

FINISH: Emblem blue.

Excelsior, Model 7 T-S, $260.

Excelsior Motor Mfg. and Supply Co., Chicago, Ill.

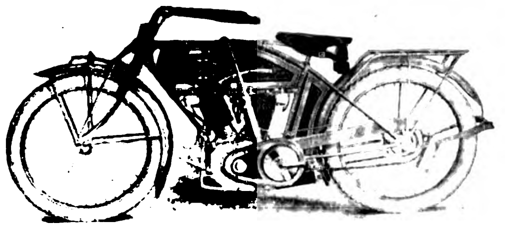
OTHER MODELS: Model 7-C, 7-10 h. p., chain, $225; same model fully equipped, $255; 7-B, 7-10 h. p., belt drive, $215; 7-S-C, 7-10 h. p., short coupled, $250; 4-T-S, 4-6 h. p., two-speed, $235; fully equipped, $265; 4-C, 4-6 h. p. chain drive, $200; 4-B, 4-6 h. p., belt drive, $190.

MOTOR: 3 21/64 x 3½; inlet over exhaust valve.

CLUTCH: Incorporated in two-speed gear; cone type.

CHANGE GEAR: Planetary type, two-speed, single lever control; 3.87 to 1 on high; 8.35 to 1 on low.

TRANSMISSION: Chain to two-speed on countershaft; final drive by chain.



BRAKE: Corbin Duplex V-band, operated by back pedaling or by foot lever near left foot rest.

CONTROL: Twisting grip; rod and rocker type.

LUBRICATION: Sight feed with forced distribution and auxiliary hand pump.

FOOTBOARDS: Folding type; adjustable.

WHEEL BASE: 57 inches.

TIRES: 28 x 3; Goodyear studded.

EQUIPMENT: Tool and tire kit and luggage carrier; extra equipment, speedometer, Prest-O-Lite tank and lamps.

FINISH: Exelsior gray; red panels with maroon border and blue and gold striping.

Flying Merkel, Model 473, Self-Starting, $310.

Miami Cycle & Mfg. Co., Middletown, O.

OTHER MODELS: Model 440, 4 h. p., belt drive, $210; model 441, 4 h. p., chain drive, $210; model 470, 7 h. p., belt drive, $260; model 471, 7 h. p., chain drive, $260.

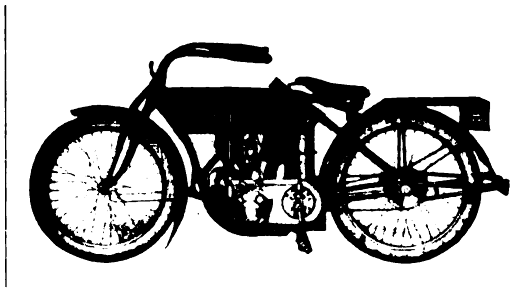
MOTOR: 3¼ x 3 43/64; inlet over exhaust valve; ball bearing throughout.

CLUTCH: Eclipse multiple disc; operated by lever at left side of frame.

STARTER: Ever-Ready coil spring type; operated by pedal.

TRANSMISSION: Chain drive to clutch on countershaft; final drive by chain.

BRAKE: Improved Musselman automatic. Miami band type optional.



CONTROL: Double grip with wire mechanism; compression release by lever on right grip.

LUBRICATION: Automatic drip feed with throttle control and auxiliary hand pump.

FOOT RESTS: Aluminum with heel plate.

FRAME: Merkel spring type, with protected joints.

WHEEL BASE: 55 inches.

TIRES: 28 x 2¼; Federal, Goodyear or United States.

EQUIPMENT: Tool and tire kit and luggage carrier.

FINISH: Merkel yellow.

Harley-Davidson, Model 10-F, Two-Speed, $285.

Harley-Davidson Motor Co., Milwaukee, Wis.

OTHER MODELS: 10-A, 5 h. p., belt drive, $200; 10-B, 5 h. p., chain drive, $210; 10-C, 5 h. p., chain two-speed, $245; 10-E, 8 h. p., chain, $250.

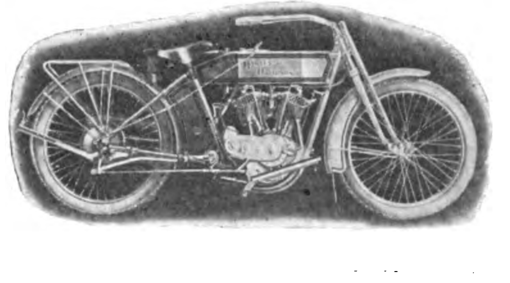
MOTOR: 3 5/16 x 3½; inlet over exhaust valves; roller bearing crank pin and ball bearing in crankshaft.

STARTER: "Step" type of Harley-Davidson design.

CLUTCH: Harley-Davidson "Free Wheel" disc type in rear hub; operated by lever on left side or by rocking foot pedal.

CHANGE GEAR: Harley-Davidson selective two-speed planetary and dog clutch in rear hub; operated by rocking lever on top tube.

TRANSMISSION: Primary drive by chain to countershaft; final drive by chain.



BRAKE: Harley-Davidson internal expanding band type; operated by back pedaling and by foot lever near right foot rest.

CONTROL: Throttle, spark and exhaust valve lift by wire mechanism and rods.

LUBRICATION: Semi-automatic vacuum feed type, with auxiliary hand pump.

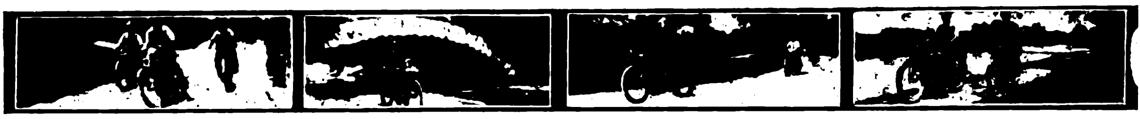
FOOTBOARDS: Folding type, with studs and side bars.

WHEEL BASE: 58 inches.

TIRES: 28 x 3; Goodyear or United States, studded.

EQUIPMENT: Tool and tire kit and luggage carrier.

FINISH: Harley-Davidson gray.



Hendee Special, 7 h. p., $325.

Hendee Mfg. Co., Springfield, Mass.

OTHER MODELS: 4 h. p. Service, $200; 7 h. p. light roadster, $260; 7 h. p. two-speed Tourist Standard, $300; 7 h. p. two-speed regular, $275; 7 h. p, Two-Sixty Standard, $260; 7 h. p. Two-Twenty-Five regular, $225.

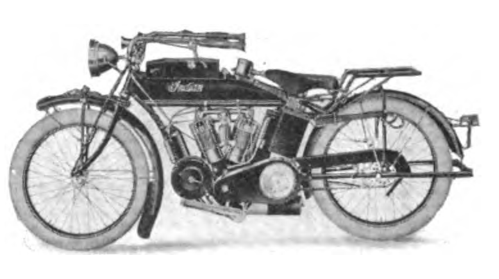
MOTOR: 3¼ x 3 43/64; roller bearing connecting rod. Magneto ignition.

CLUTCH: Indian multiple dry-plate typé on countershaft; operated by rocking pedal near left footboard.

STARTER: Electric type dynamoter. Kick starter on other two-speed models.

CHANGE GEAR: Dog clutch type two-speed; standard ratio, 3.47 to 1 on high; others optional. Change lever on top tube.

TRANSMISSION: Chain to clutch on countershaft; final drive by chain from gearset.



FRAME: Indian cradle spring type.

BRAKES: Indian double type; internal brake operated by foot lever near right footrest; external band by lever on left handlebar.

CONTROL—Indian leverless double grip system.

LUBRICATION: Mechanically operated oil pump; auxiliary hand pump.

FOOTBOARDS: Folding type; non-slip treads.

WHEEL BASE: 58 inches.

TIRES: 28 x 3; Goodyear studded.

EQUIPMENT: Electric lighting and signal device in connection with starter and storage batteries; rear-driven speedometer; luggage carrier.

FINISH: Indian red.

Henderson, 8 h. p., Regular model, $325.

Henderson Motorcycle Co., Detroit, Mich.

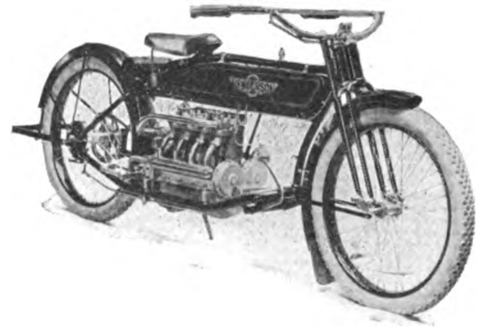
OTHER MODEL: 8 h. p. two-speed, $365.

MOTOR: 2⅝ x 3; four cylinder vertical; inlet over exhaust valve.

CLUTCH: Eclipse multiple disc type, operated by lever at left side of frame. On two-speed model the change gear is part of the rear hub, and is of the planetary type; operated by a second lever close to the clutch lever.

TRANSMISSION: Bevel drive from motor to countershaft in same unit; final drive by chain.

BRAKE: Henderson contracting band type. Operated by twin levers above footboard.



CONTROL: By wire mechanism from rockers attached to grips and sleeves.

LUBRICATION: Sight feed to distribution case; splash to motor.

STARTING: By hand crank with folding handle.

FOOTBOARDS: Permanently in place in front of motor; fitted with crossbar.

WHEEL BASE: 65 inches.

TIRES: 28 x 3; studded tread.

EQUIPMENT: Tool and tire kit.

FINISH: Royal blue and gold.

Iver-Johnson, 7½ h. p., $275.

Iver-Johnson's Arms and Cycle Works, Fitchburg, Mass.

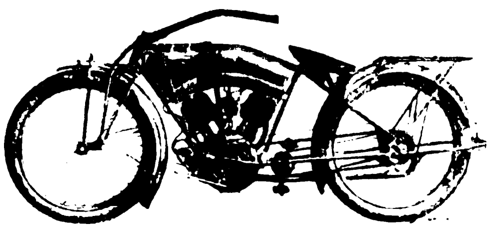
OTHER MODELS: 7½ twin with spring frame, $285; 4-5 single regular, $225; and 4-5 single with spring frame, $235; 4 h. p., belt drive, $200.

MOTOR: Side-by-side valves; 60 degree twin with double crank pin. Compression relief operated by plunger and latch.

CLUTCH: Planetary type; operated by side lever.

TRANSMISSION: Undergeared with chain to rear wheel.

BRAKE: Corbin Duplex V-band operated by back pedaling or by foot lever near left foot rest.



CONTROL: Iver Johnson fork and rocker type.

LUBRICATION: Hand pump with splash to motor.

FRAME: Camel-back type. Spring frame has stays attached to end of eighth elliptic spring clipped to seat post.

FOOTBOARDS: Adjustable type.

WHEEL BASE: 58 inches.

TIRES: 28 x 2¾; studded tread.

EQUIPMENT: Tool and tire kit and luggage carrier.

FINISH: Iver Johnson gray, with striping and deeper gray panel.

Jefferson, C-7, 7 h. p. Twin, $260.

Waverley Mfg. Co., Jefferson, Wis.

OTHER MODEL: Model C-4, 4 h. p., $215.

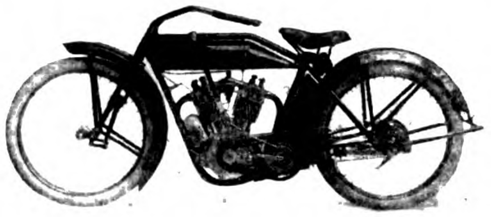
MOTOR: 3.38 x 3 13/32; overhead valves.

CLUTCH: Eclipse multiple disc type, operated by a lever at left side of frame.

TRANSMISSION: Primary drive by chain to countershaft; final drive by chain.

FRAME: Leaf spring type, springs at front and rear of forks.

BRAKE: Corbin Duplex V-band, operated by back pedaling.



CONTROL: Spark, throttle and compression release by wire mechanism and rods from twisting grips.

LUBRICATION: Mechanically operated oiler with auxiliary hand pump.

FOOT RESTS: Adjustable.

WHEEL BASE: 57½ inches.

EQUIPMENT: Tire and tool kit.

FINISH: Jefferson royal blue.

Limited, 10 h. p., $290.

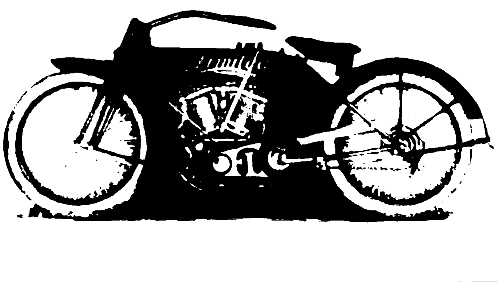
Feilbach Motor Co., Milwaukee, Wis.

OTHER MODELS: 5 h. p., single cylinder, chain drive, $225; 10 h. p., shaft drive, two-speed, $310.

MOTOR: 3 5/16 x 4; inlet over exhaust valves; roller bearing crank pin. High tension Berling magneto.

CLUTCH: Multiple disc type, operated by lever at left side of frame.

On shaft drive model the motor drives forward shaft section by spiral gears; cone clutch fitted in front of two-speed gearset, which is of sliding type. Final drive by shaft with spiral gears to rear wheel. Clutch on two-speed model is operated by pedal on left footboard. Change gear by a side lever.



TRANSMISSION: Chain to countershaft; final drive by chain.

BRAKE: Corbin Duplex V-band, operated by back pedaling.

CONTROL: Twisting grip with quadruple wires.

LUBRICATION: Sight feed from tank with splash.

SEAT POST: Rocker type with springs working horizontally in brace tube.

WHEEL BASE: 60 inches.

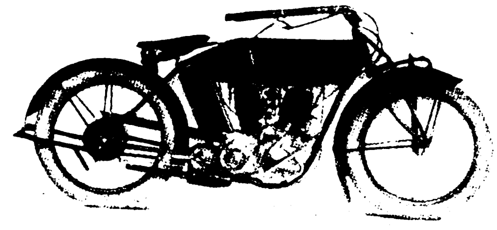
TIRES: 28 x 3 inches; Goodyear studded.

EQUIPMENT: Tool and tire kit.

FINISH: Black with silver lettering.

Michaelson, Model C, Two-speed.

Shapiro-Michaelson Motor Co., Minneapolis, Minn.



OTHER MODELS: Model A, two-speed, 10-13 h. p., $225; model B, 5-6 single, $275; tri-car, $375.

MOTOR: 3½ x 3¾; inlet valves housed over exhaust. Unit power plant.

CLUTCH: Michaelson multiple disc type, operated by lever under right grip.

CHANGE GEAR: Two-speed planetary type in casing forming unit with motorbase and controlled by lever at right side of frame. Starting device by chain and sprockets from pedal gear acting on main shaft of two-speed.

TRANSMISSION: Chain from main shaft of two-speed to rear wheel.

BRAKE: Michaelson band type, internal expanding, operated by back pedaling or by foot lever at right footboard bracket. On other models coaster is fitted, operated by back pedaling.

CONTROL: Spark, throttle and compression release by wire mechanism from twisting grips.

LUBRICATION: Mechanically operated oiler with auxiliary hand pump.

FOOTBOARDS: Folding type; adjustable.

WHEEL BASE: 57 inches.

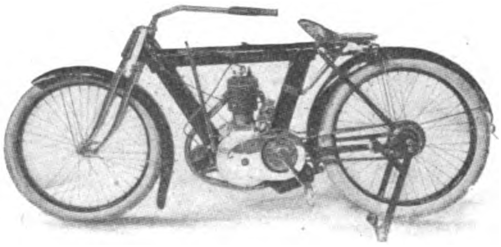
TIRES: 28 x 3; studded tread.

EQUIPMENT: Tool and tire kit.

FINISH: Black with gold striping.

Pierce, Model 13-B, 5 h. p.

Pierce Cycle Co., Buffalo, N. Y.



OTHER MODEL: 7 h. p., four cylinder; shaft drive.

MOTOR: 3½ x 4; single cylinder; side-by-side valves. Four cylinder motor has bore of 2 7/16 and stroke of 2¼; 6-7 h. p.

CLUTCH: Eclipse multiple disc type, operated by lever at left side of frame.

TRANSMISSION: Flat belt with idler.

BRAKE: Corbin Duplex V-band, operated by back pedaling.

FRAME: Tank type with fuel oil and tools in tank members.

CONTROL: Spark, throttle and valve lifter by wire mechanism from twisting grips.

LUBRICATION: Sight feed with auxiliary hand pump.

WHEEL BASE: 55 inches.

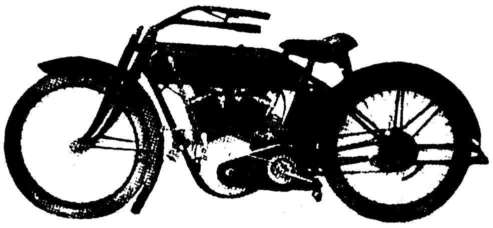
TIRES: 28 x 2¾; made optional.

EQUIPMENT: Tool and tire kit.

FINISH: Pierce red.

Pirate, Model B, 9-10 h. p., $275.

Milwaukee Motorcycle Co.. Inc., Milwaukee, Wis.



OTHER MODEL: Model A, 5-6 h. p., $225.

MOTOR: 3 5/16 x 4; inlet over exhaust valve; plain bearings.

CLUTCH: Eclipse, multiple disc type, operated by side lever.

TRANSMISSION: Chain to countershaft; final drive by chain.

BRAKE: Eclipse multiple disc or Corbin band, operated by back pedaling and special foot lever.

CONTROL: Spark and throttle by wire mechanism; compression release under right grip.

LUBRICATION: Hand pump or sight feed.

FOOT RESTS: Adjustable and removable.

WHEEL BASE: 58 inches.

TIRES: 28 x 3; Goodyear or Federal.

CARBURETER: Schebler or Siro, as desired.

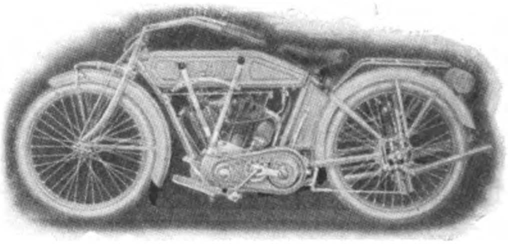
IGNITION: Berling or Splitdorf magneto.

EQUIPMENT: Tire and tool kit.

FINISH: Dark red with black and gold striping.

Pope, Model R-14, Two-Speed, $300.

Pope Mfg. Co., Westfield, Mass.



OTHER MODELS: H-14, 4 h. p., $165; model K, 4 h. p., $215; model M-14, 5 h. p., $230; model L-14, 7-8 h. p., $265.

MOTOR: 3 21/64 x 3½; overhead valves; roller bearing connecting rod. Ball bearings on magneto shaft.

CLUTCH: Special Eclipse multiple disc; operated by lever; at left side of frame.

CHANGE GEAR: Dog clutch type; two speeds; operated by side lever interlocking with clutch lever.

TRANSMISSION: Primary chain drive to two-speed—final drive by chain.

BRAKE: Corbin Duplex V-band; operated by back-pedaling or by special foot lever.

CONTROL: Throttle and valve-lift in right grip; spark in left grip; wire and rod combination.

FRAME: Rear spring suspension type; adjustable to weight of rider.

LUBRICATION: Mechanically operated pump with auxiliary hand pump.

FOOTBOARDS: Folding type with heel-plate and roughtened tread.

WHEEL BASE: 58½ inches.

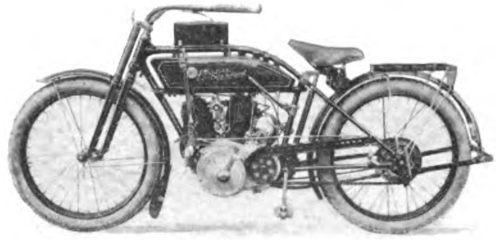
TIRES: 28 x 3; United States.

EQUIPMENT: Tool and tire kit; luggage carrier.

FINISH: Pope gray.

Reading-Standard, 10 h. p. Two-Speed, $310.

Reading-Standard Co., Reading, Pa.



OTHER MODELS: 5, 7 and 10 h. p., with chain or V-belt; two-speed optional as an extra on 5 and 7 h. p. models.

MOTOR: 3⅜ x 3¾; side-by-side valves; roller bearing connecting rods, unit power plant.

CLUTCH: Reading Standard cone, with fiber facing; hand or foot operated. Clutch enclosed in oil- and dust-proof casing.

CHANGE GEAR: Dog clutch type; two speeds; ratios, 3.8 and 7¾ to 1. Direct drive on high. Lever on left side of frame.

TRANSMISSION: chain, over large sprockets.

BRAKES: Corbin Duplex and Reading Standard contracting band; independently operated.

CONTROL: Spark and throttle by Bowden wire from grips; compression release by lever under right grip.

LUBRICATION: Double system; adjustable sight feed and auxiliary hand pump.

FOOT RESTS: Adjustable and removable.

WHEEL BASE: 55 inches.

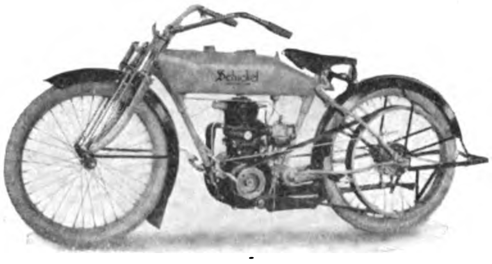
TIRES: 28 x 3; Goodyear, Federal or U. S.

FINISH: Reading brown or Sylvan green.

EQUIPMENT: Tool and tire kit, luggage carrier.

Schickel, Big Six, Belt-Drive, $235.

Schickel Motor Co., Stamford, Conn.



OTHER MODELS: Big Six chain drive, $240; 5 h. p. belt drive, $220; 5 h. p. chain drive, $225. Two-speed gear extra on chain drive models.

MOTOR: 4 x 3⅛; valveless; two-stroke; single-cylinder.

CLUTCH: Idler on under side of belt, operated by left grip.

TRANSMISSION: Flat belt running over cork-insert driving pulley.

BRAKE: Corbin Duplex V-band type, operated by back-pedaling or by foot lever on left footrest.

CONTROL: Throttle by twisting right grip; spark by lever on right bar; compression release by latched lever under right grip.

LUBRICATION: Injection type; oil enters crankcase with gasoline vapor.

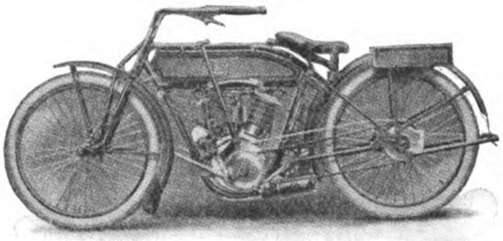
FOOTRESTS: Spring type, with adjustable and removable lipped pads.

TIRES: 29 x 2¼; Goodyear studded tread.

FINISH: Tank and frame Schickel gray; crankcase and mudguards, black.

Thor, 9 h. p.

Aurora Automatic Machinery Co., Chicago, Ill.



OTHER MODELS: 9 h. p. two-speed; 7 h. p. regular model; 7 h. p. two-speed; 4 h. p. single and 5 h. p. single.

MOTOR: 3.57 x 3.80; inlet over exhaust valve; fifty degree angle; ball and socket joints in valve rods.

CLUTCH: Multiple disc type in undergear on motor.

CHANGE GEAR: Fitted to rear hub and one lever operates both speeds and the clutch.

TRANSMISSION: Undergeared chain to rear wheel.

BRAKE: Thor coaster; operated by back-pedaling.

CONTROL: Wire mechanism from twisting grips; compression release under the right grip.

LUBRICATION: Thor mechanical oiler with independent auxiliary hand pump.

FOOT RESTS: Adjustable type.

WHEEL BASE: 58 inches.

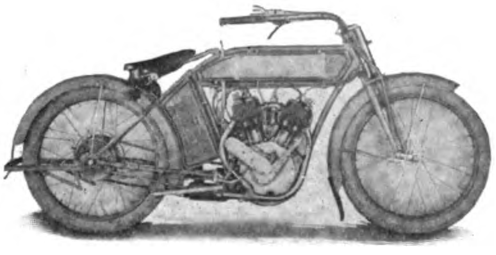
TIRES: 28 x 3; U. S., Goodyear, Empire or Federal.

EQUIPMENT: Tire and tool kit and box type luggage carrier.

FINISH: Blue in two shades. On other models pure white or blue with striping.

Thiem, Model H, Two-Speed, $300.

Joerns-Thiem Motor Co., St. Paul, Minn.



OTHER MODELS: Model E, 5 h. p., two-speed, $250; model G, 4 h. p., $150; 4 h. p., two-speed, $200.

MOTOR: 3¼ x 4; side-by-side valves.

CLUTCH: Incorporated in two-speed hub.

CHANGE GEAR: Two-speed planetary type incorporating clutch and brake, and operated by three pedals on footrest. Hand starting by crank on change gear main shaft.

TRANSMISSION: Chain from motor to rear wheel.

BRAKE: Band type incorporated in hub.

CONTROL: Spark, throttle and air regulated by triple lever set on right handlebar; compression release by lifter under right grip. All by Bowden wire.

LUBRICATION: Force feed pump with auxiliary hand pump.

WHEEL BASE: 56 inches.

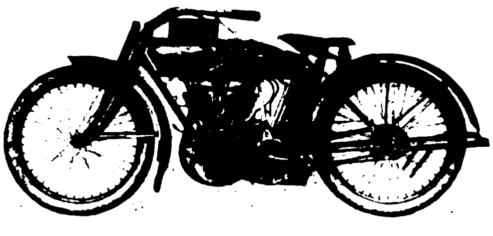
TIRES: 28 x 3 studded.

EQUIPMENT: Tool and tire kit.

FINISH: Battleship gray; green stripes and green panel on tank.

Yale, Model 47, Two-Speed, $285.

Consolidated Mfg. Co., Toledo, O.



OTHER MODEL: 5-6 single with two-speed, $235.

MOTOR: 3¼ x 3 43/64; inlet over exhaust valves, in housings.

CLUTCH: Incorporated with two-speed on countershaft.

CHANGE GEAR: Planetary type; two speeds; operated by side lever; low speed, also by foot lever. Ratios, 3¼ to 1 on high; 7½ to 1 on low.

TRANSMISSION: Chain to two-speed on countershaft; final drive by chain.

BRAKE: Corbin Duplex V-band, operated by back-pedaling or by foot lever on left footrest.

CONTROL: Combination wire and rod with double grip. Compression release on right bar.

LUBRICATION: Mechanically operated oiler and auxiliary hand pump.

FOOT RESTS: Adjustable aluminum type with lips.

WHEEL BASE: 57½ inches.

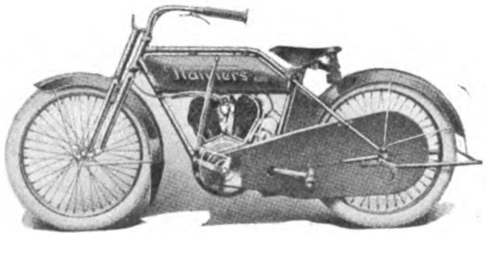
TIRES: 28 x 3 inches, studded.

EQUIPMENT: Tool and tire kit.

FINISH: Yale blue.

Flanders Twin, $210.

Motor Products Co., Detroit, Mich.



OTHER MODEL: 4 h. p. single, flat belt drive, $165.

MOTOR: 3¼ x 3.6; side by side valves; magneto at rear of cylinders.

CLUTCH: Eclipse multiple disc type on motor shaft, operated by lever at left side of frame.

TRANSMISSION: Primary drive by chain to countershaft; final drive by chain. Single housing covers both drives.

BRAKE: Multiple disc type, operated by back-pedaling.

CONTROL: Wire mechanism from grips to spark and throttle; compression release by lever under right grip.

LUBRICATION: Sight feed with splash.

WHEEL BASE: 56 inches.

WHEELS: 36 spokes front, 40 rear.

TIRES: 28 x 3; studded tread.

EQUIPMENT: Tire and tool kit.

FINISH: Standard Flanders.

THE MAKING OF A SIDECAR RECRUIT

Polly Entertained Some Doubt About the Comfort of a Third-Wheel Passenger Attachment But One Little Jaunt Worked a Wonderful Transformation

By H. E. Larsen

ALL this happened a month ago when the first robins were gossiping speculatively along the bare hedges and crocuses were beginning to pop up overnight like jacks-in-the-box, teasing the whole countryside into a flutter of vernal anxiety. Spring, tantalizing hoyden that she was this year, thrilled us one day and scorned us the next. But we knew that somewhere not far down the road (perhaps you, too, have a magic road like ours) Summer was preparing to lead her royal train of bright days among us. So we talked of the beckoning hills and the open places—and of motorcycles.

Polly (bless her unselfish little heart) insisted that I should continue to make the most of my solo motorcycle, as I had done during the 1913 season, while I was full of the idea that hereafter she should share in my outings. I had always ridden solo, be it said to my shame! and not till the spring just past did it dawn upon me that a solo machine can be a very lonesome sort of mount—when there is a laughing-eyed Polly back at home to be thought of. So I spoke of a sidecar.

Polly's Conception of Sidecaring

"They are really very moderately priced," I explained, "and my twin machine could whisk one up and down the country without ever having to breathe hard."

"That may be true," assented Polly, "but I know I should be bumped and jounced till my teeth rattled, and my hair probably would be tumbled down and I would be covered with mud in damp weather and dust in dry weather, and——"

"We'll try one," I interrupted with my best air of decision, which Polly knows can be affected only by dynamite or tears. "We'll have a trial, and if any one of the charges you suggest is true I'll obtain an injunction against every sidecar manufacturer in the country. I won't have the ladies of our fair land subjected to such hardships as you mention. I——"

"Besides, you know I'm a fussy little homebody," continued Polly. "I've never been greatly interested in traveling, much as I love the big outdoors. If I were you I wouldn't bother about the sidecar. I don't believe a man cares to be hampered by a feminine cargo on his touring trips. Just tune up your machine and get out your maps as you did last year, and be ready to enjoy yourself when the fine days come."

Polly and I never quarrel. So we dropped the sidecar matter and took up plans for our garden where we had left them the night before.

Putting the Sidecar to the Test

And two days later, on a bright Sunday afternoon, I pulled up before the house with my overhauled motorcycle at its best and a spick and span sidecar yawning for an occupant. Of course, Polly was all flustered. She explained that she had no suitable costume for motoring, that—oh, that a score of other things were in the way.

But I landed her safely in the sidecar twenty minutes later. How was it done? Why, I simply demanded a fair and open trial for the sidecar, and Polly, being a sensible little wife after all, agreed to make the test. There are always ways of doing those things, boys.

As we rolled along a fairish stretch of macadam (we live on Long Island where macadam is quite plentiful), Polly snuggled down in the sidecar cushions, pulled the robe across her comfortably and began to study the panoramic flight of fields and trees on either side of us. I glanced at her out of the corner of my eye. Just ahead the macadam had been badly rutted by heavy traffic and winter rains and I called attention to it warningly.

The Bumps That Didn't Bump

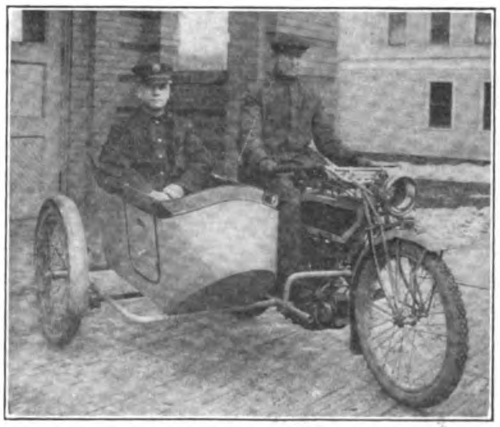
"Here are some of those bumps you spoke of," I called out; "better sit tight."

Polly gripped the sidecar body and fixed herself for the shock. She looked up at me almost pleadingly as we came upon the rutted section, and the next instant we were billowing softly over the bad stretch. Not a bump—nor a jar. Nothing but the gentle undulation of the sidecar body on perfectly-tensioned springs. A less alert person than Polly might have been rocked to sleep by the soothing sway, the rhythmic lift and fall.

Polly looked up again suddenly and caught me smiling. Then she pouted—just a wee pout.

"You've done something to keep it from jouncing," she accused; "I just know you have. You're only teasing me."

"Far from it," I soothed; "it was not necessary for me to do anything to the sidecar. The manufacturer did all that was necessary. He upholstered the body with the utmost care, using the softest materials compatible with long wear. He made the sidecar body so roomy that you are not cramped. He placed the body on steel springs of the highest grade. He constructed the chassis on scientific lines, so that the springs have full play without affecting the sturdiness and rigidity of the frame itself. He——"



B. E. Jewell, Motorcycle Dealer of 74 State Street, Binghamton, N. Y., Is Seen in the Above Photo Demonstrating "Excelsior Efficiency" to an Official of the Local Fire Department.

Polly's First Concession

"Don't bother with any more explanation," said Polly; "I suppose after all I was mistaken about the jouncing. I don't know where I got that idea. But jouncing or no jouncing, I know I'll be deluged with mud as soon as we strike a wet patch of road. I'm quite prepared for that."

"Glad you're prepared," I answered cheerily; "preparation is half the fight."

And so we spun along. Polly found a thousand things to interest her and once she touched my elbow and pointed off down the road. "If we only had our camera!" she exclaimed. "Isn't it funny that I have lived here so long without ever knowing that such a beautiful view was within visiting distance?"

"That isn't a marker to some of the views hereabout," I returned, "and I believe we can find most of them in time—that is, if you can survive the mud."

"I suppose it will be awful," came from Polly, "but I'll do my best."

And Then Came the Mud

At the next turn I deliberately swung off the macadam onto a piece of road that I knew had several villainous soggy patches. As we approached the first one I saw Polly yank the robe up under her chin and prepare for the worst. Twenty seconds later we were through the splash and Polly's eyes widened a bit as she looked in vain for a spot of mud on the upper body of the sidecar or on the robe. Polly glanced behind quickly to convince herself that we really had passed over the soggy patch. Then she looked up at me again, frankly puzzled.

"I expected to come out looking like a mud-turtle," she gurgled, "and I am just as clean as a pin."

"Simple enough," I assured her. "Sidecar manufacturers of today build mudguards that really guard. The chassis and under part of the sidecar will need a little cleaning after this, but you have been amply protected. Now and then in endurance runs the sidecar boys get splashed up a bit, but that is because they wouldn't be happy otherwise. They rather like it. It gives them the air of seasoned campaigners. But the reasonable tourist need not worry about mud. Sidecars are built for all kinds of roads."

Touching the High Spots, Too

All this time out motor had been purring along at an easy pace, for I wanted to give Polly a chance to talk. Now I opened the throttle a little and we swung along in fine form to the next turn. There we came out on macadam again. Ahead of us, say half a mile, I noted a fairish hill and I headed for it. As we reached the foot Polly looked back and remarked: "This is where we turn, isn't it? Of course you wouldn't expect your motorcycle to pull a sidecar over that hill."

Poor Polly! She had never heard of a two-speed. She did not know that such a thing existed. But she knows now.

I smiled, a trifle condescendingly, and then tackled the hill. Up we went. I purposely traveled at a slow rate, and when near the top I dropped nimbly into low gear. Simplest thing in the world.

"But aren't you afraid of breaking something," queried my mystified passenger, "when you make your motorcycle pull a heavy sidecar up a hill?"

"Not for a minute," I replied. "In the first place, sidecars are not heavy. Secondly, any standard two-speed motorcycle can take a sidecar over surprisingly bad hills. I could have climbed a grade twice as steep just as easily as I went up this one."

"Isn't it wonderful?" exclaimed Polly before she could catch herself. "But, of course," she continued more soberly, "there must be other drawbacks."

Just One Drawback

"Starting for home is the only one I know of," I answered. "As soon as folks become accustomed to a sidecar they want to keep going. Turning back for home is always the worst feature of a trip."

On the next patch of clear road I swung around and retraced our course. Polly had food for thought and I decided to head for home where she could think the whole situation over calmly. I was sure enough of the outcome.

When I pulled up at the curb in front of our home Polly hopped out of the sidecar with a gleeful little gurgle and then placed her hand on the sidecar with a somewhat surprising air of proprietorship.

"It was very kind of the agent to let you have the sidecar for a test," she remarked, "and I really believe you ought to buy it."

"It's already bought," I almost shouted, "bought and half paid for. The balance will go to the agent in two weeks. It's ours, every bit of it."

Polly positively beamed upon me. "And we can really go gypsying all around during the long, long summer months," she put in still a trifle incredulous, "over the hills and through the woods and—and everywhere?"

"You betcha—everywhere."

Then Polly ran up the flag of complete surrender. "Isn't it wonderful how good life is to us, after all?" she philosophized.

"Life and the manufacturers of motorcycles and sidecars are treating us mighty well, thanks," I whispered in her ear as we went up the steps to the porch, swinging clasped hands like a couple of kids.

And that's how it happens that all our touring this summer is going to be done with a sidecar combination.

WHERE GOVERNMENT USES MOTORCYCLES

IN a recent letter the Harley-Davidson Motor Company, of Milwaukee, Wis., called attention to the extensive use of the motorcycle in governmental service. "Of course," writes Publicity Manager Rodger, "the motorcycle is used most largely in R. F. D. service, where 4,800 Harley-Davidsons alone are employed. The first Harley-Davidson to be used for naval purposes was purchased by the government in 1910. It was used by the officers of the Philadelphia Navy Yard, and since 1910 a new Harley-Davidson has been purchased each year. In addition to the machines furnished by the government a number of the employees at the Philadelphia Navy Yard have bought machines which they use in their work.

"The army also is using the motorcycle with as much success as the navy and postal departments. Harley-Davidsons are in use by the aero squadrons at San Diego, Cal., and Texas City, Texas.

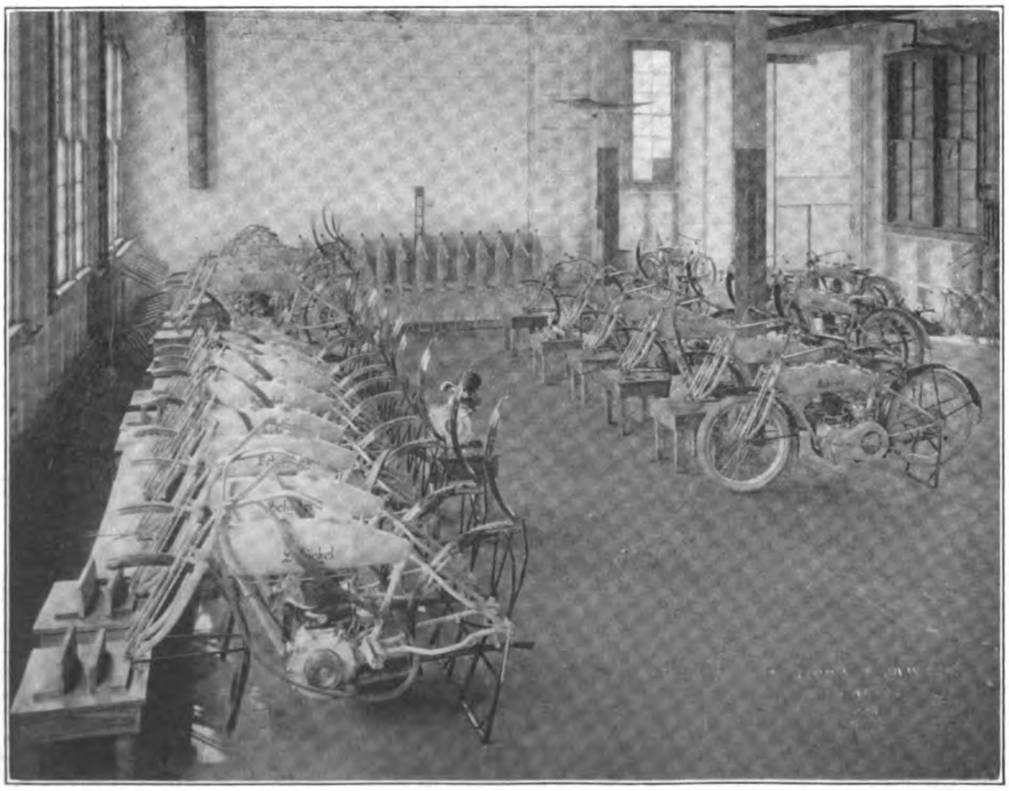
"Among other employees of Uncle Sam listed as Harley-Davidson riders might be mentioned the following: Major R. P. O'Connor, U. S. navy medical corps, Washington, D. C.; O. G. Von Lang, 11th U. S. cavalry, Ft. Ogelthorp, Ga.; J. K. Caldwell and Ralph S. Keyser, of the U. S. marine corps, both of the American embassy at Tokyo, Japan; Sergeant Merrill, of Fort Sheridan, Ill.; Night Customs Inspector R. R. A. Beuser, Lauraville, Md.; James Jones, 23rd recruiting company, St. Louis, Mo.; Sergeant B. F. Leonard, Roswell, N. Mex.; Supervisor Johnson, Silver City, and J. P. Middleton, Carlsbad, N. Mex., both in the U. S. reclamation service; U. S. Meat Inspector Leander W. Klein, Dallas, Tex.; Sergeant Charles J. Lewis, of troop M, 10th cavalry, Fort Ethan Allen, Vt., and Detective Hughes, of the customs service at Blaine, Wash.

"In Idaho the U. S. reclamation service is using seven Harley-Davidsons, three at the headquarters at Twin Falls, three at Boise and one at Rupert. Motorcycles are also used by U. S. foresters with headquarters at Sand Point, Idaho. In the Illinois district of geological survey a Harley-Davidson motorcycle is giving efficient service.

"We have also received good reports relative to the service rendered by the Harley-Davidsons used by the customs officials at Baltimore, Md., and Bellingham, Wash.; the Chief Paymaster's office at Portsmouth, N. H.; United States Forest Service at Austin, Nev.; the Supervisor of Forest Reserve near Eugene, Ore., and the Department of Elevator Inspection at Washington, D. C."

R·I·V
Ball Bearings
QUALITY

Attractive Window of the R. I. V. Co., Well-known Manufacturers of R. I. V. Ball Bearings, on Fifty-seventh Street, Near Broadway, New York City.

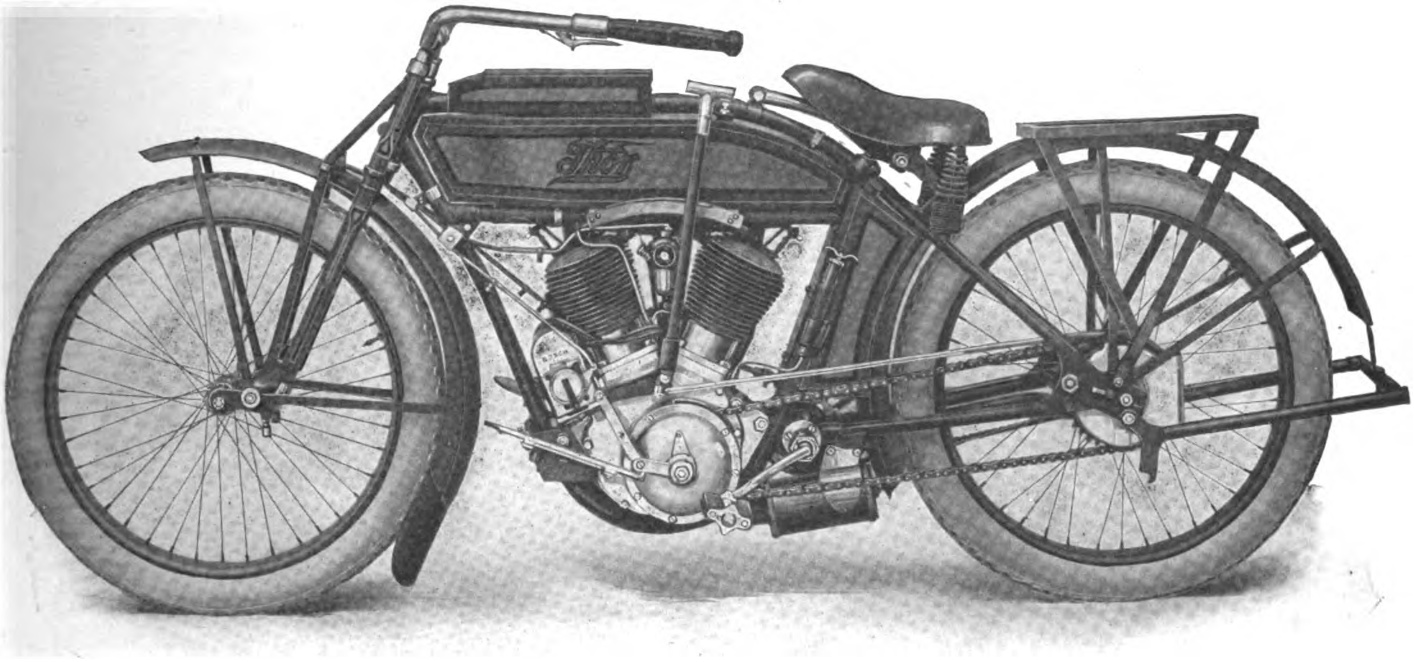


A Corner in the Assembly Department of the Schickel Motor Co.

QUINCYITE WAS PLEASED

Among the first to try out the 1914 Harley-Davidson recently received by the police department of Quincy, Ill., was the driver of the police motor ambulance. He was so favorably impressed with the machine and its possibilities that soon after his ride he tendered his resignation as driver of the ambulance, and applied for the position as motorcycle policeman.

C. C. Rowland and W. H. Reikerm, proprietors of the Peoria Cycle & Supply Company, Peoria, Ill., have contracted for the Dayton agency.



Every Thor Dealer Has Already Sold From Two to Three Times as Many Machines as During the Entire Last Season

Thor Quality **Thor Reliability**
Thor Service **Thor Supremacy**

You, too, can quickly build up a profitable motorcycle business by representing the Thor. Live Dealers in unassigned territory will write us at once.

Aurora Automatic Machinery Company

GENERAL OFFICE:
Thor Bldg., 1307 Michigan Ave., Chicago

GENERAL SALES OFFICE & WORKS:
361 West Superior Street, Chicago

Thor

The Quality Motorcycle of the World Now at Popular Prices

Barret Clinches His Claim to Pike's Peak Record

EDITOR: On returning home recently after a prolonged absence, my attention was directed to a letter on page 78 of your issue of last December 25. It is entitled "The Pike's Peak Record"; and is signed "J. F. C." The letter was in reply to an article written by a Californian who, apparently, did not believe the record genuine.

From this it appears there has been some controversy as to the authenticity of the record made by myself last September 6. Hence, to settle this dispute, I am sending you a reproduction of the signed statement I obtained on that trip. The witnesses are as follows: Rufus Choat, Auditorium Hotel, Denver, Colo.; United States Forest Ranger, Cascade, Colo.; W. H. Towler, Western Union Operator, Cascade, Colo.; Allen H. Bent, 53 State street, Boston, Mass.; J. M. Norris, Western Union Operator, Pike's Peak, Colo.

Now I do not pretend to assert that the trip was a "joy-ride," but I do claim to have made the ascent from Cascade to the Summit House in exactly three hours—and that without assistance of any kind. As told in my account of the ascent, which appeared in MOTORCYCLE ILLUSTRATED, I lost some time through unforeseen circumstances; and in addition, I was not sure of the route. Therefore, once familiar with the trail, and barring accidents, I feel certain the present time can be lowered materially.

Our "Doubting Thomas" in California says he "coasted down Pike's Peak nineteen years ago" and that he feels very sure the "road" has not been improved since. He is quite right; it has not. But there was another important factor in my trip—viz., the motorcycle. And this Rip Van Winkle of the West seems to be gauging the prowess of the modern two-wheeler by the Sleepy Hollow standard of nineteen years ago.

I trust this signed statement will establish the record beyond all doubt. Proof is the master argument. It is this I offer.

Shreveport, La. H. B. BARRET.

(Editor's Note.—A photographic copy of the affidavit referred to by Mr. Barret is in hand, but lack of space in this issue prevents its reproduction. It bears the signatures of all the witnesses mentioned in the above letter.)

CLOSE MEMBERSHIP CAMPAIGN

Lima, Ohio.—The Motorcycle Club of Lima held a banquet last week at the clubrooms at 210½ East Market street to celebrate the close of a successful membership campaign. The members of the organization were divided into two teams and the losers, led by Charles Rouscup, were the hosts at the banquet. Arrangements are being made for a race meet to be conducted July 4.

BOOMING THE MEMBERSHIP

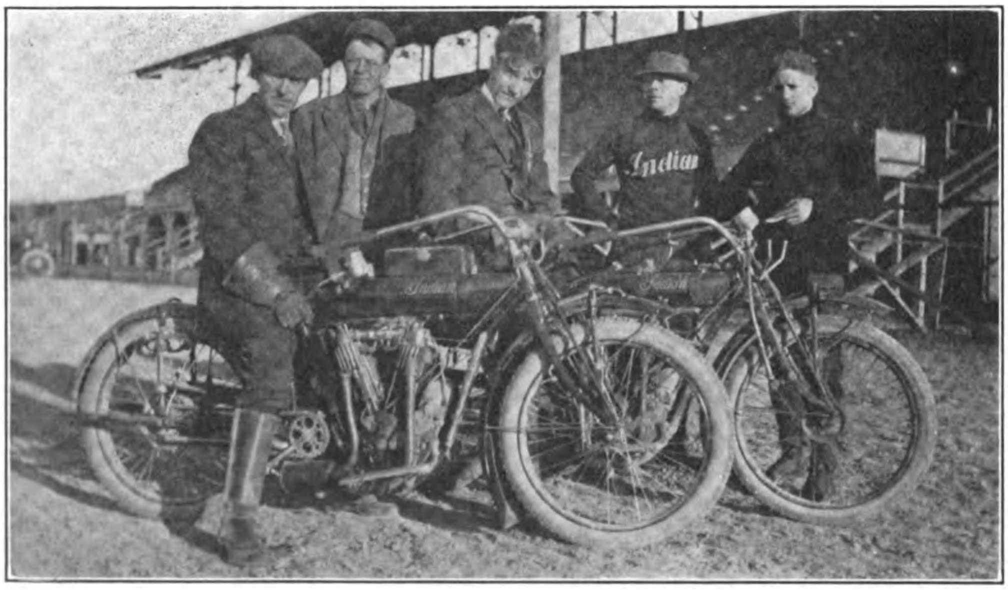
The Toronto Motorcycle Club has begun a big membership campaign whereby it hopes to increase its membership to 1,000. During 1913 the club's membership mounted to 596 riders. The club accepts autoists as well as riders. The club accepts autoists as well as sport. Already this year sixteen motorcar owners have joined the organization.

NORWICH M. C. 24-HOUR RUN

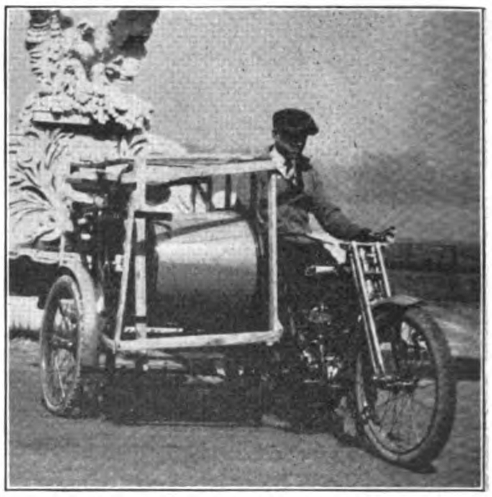
A 24-hour, 400-mile endurance run is planned by the Norwich (Conn.) M. C. The contestants will be divided into teams of four riders each, and the members of the team finishing with the best score will receive silver loving cups.

VISITORS AT POPE FACTORY

Recent visitors to the factory of the Pope Mfg. Co., in Westfield, Mass., include dealers and riders from Albany, N. Y., Newark, N. J., Holten, Me., Boston, Mass., Philadelphia, Pa., White Plains, N. Y., Allentown, Pa., New York City, North Bingham, Pa., and Gloversville, N. Y. Alpha Frederick, of Gloversville, made the trip comfortably in an afternoon and reported the roads from his home town to Schenectady poor. From that point to Westfield they are fair.



Lon Claflin (at Left) on the Salt Lake City Track Where He Claims to Have Traveled 91 *Miles With His Twin on a Gallon of Gasoline. The Photo Was Taken Immediately After the Test and the Four Other Riders Shown Testify That the Remarkable Mileage Was Accurately Recorded.*



How the Weaver-Ebling Co., Harley-Davidson Agent in New York City, Carries Sidecars to Its Headquarters from the Freight Stations to Fill Rush Orders.

CINCINNATI'S NEW CLUB

At a meeting of Cincinnati motorcyclists, held at the Brendamour Clubrooms Tuesday, April 28, the Excelsior Autocycle Club was organized. The officers: R. G. Kelsall, president; Charles Dacey, vice-president; A. C. Mueller, secretary; C. F. Steinmetz, treasurer; Joseph Wandstrat, captain; Steven Hennessy, assistant captain; Louis Backherms, lieutenant.

The opening run was held May 3 to Maple Farm, Lebanon, Ohio, where a chicken dinner was served at the expense of the Brendamour Sporting Goods Co., local Excelsior dealers.

A PROGRESSIVE COMPANY

Despite the fact that some firms have reported a falling off in business of late, the Standard Welding Co., of Cleveland, Ohio, reports that the returns for March were the largest it has ever known. The March business was 25 per cent. above the total shown for March, 1913, and was 5 per cent. higher than in any previous month in the history of the company. With nearly every department in the big plant operating twenty-four hours a day, and with the shipments figured on a basis of twenty-five working days per month, the output averages nearly one hundred tons per day. In the steel tubing department, which supplies a large part of the motorcycle, bicycle and automobile tubing, the present output is over 2,000,000 feet per month.

DAIL ON SPLITDORF STAFF

C. O. Dail, for several years associated with the Swinehart Tire Company, has been placed in charge of the sales of the Splitdorf Electrical Company for the western territory, with headquarters in Chicago. He takes the place of Fred Cornell, who is now manager of the Apple Electric Company, of Dayton, O., which was recently acquired by the Splitdorf company.

NEW STEWART SPEEDOMETER

New and interesting circulars are being distributed by the Stewart-Warner Speedometer Corporation, of Chicago, Ill., in which the new "solid tube" front-wheel drive Stewart motorcycle speedometer, model 101, and the popular rear-wheel drive model, are fully described and illustrated. The circular will be sent free upon application.

Power
Silence
Speed
Endurance

These are the Things You Want in a Motorcycle

There may be other minor requirements, but the main essentials, POWER, SILENCE, SPEED, ENDURANCE, must be there to assure satisfactory service.

These are the Dominating Features of

The 1914 De LUXE

"Built for the Road by Men Who Know"

The De Luxe is correctly designed by experienced engineers with practical road experience, built by men thoroughly versed in every detail of motorcycle construction, selected mechanics who know and appreciate the absolute necessity of accuracy and perfection of workmanship.

The Wonderful De Luxe Motor

The De Luxe Motor, built in accordance with the best of automobile practice has been repeatedly proven the most reliable, durable and powerful motor ever put in a motorcycle.

The leading exclusive features of this motor are the horizontal one-piece cam shaft, entirely enclosed and continually lubricated overhead valves, De Luxe hinged connecting rods and one-piece crank case. Our catalog gives full details or the dealer will show you.

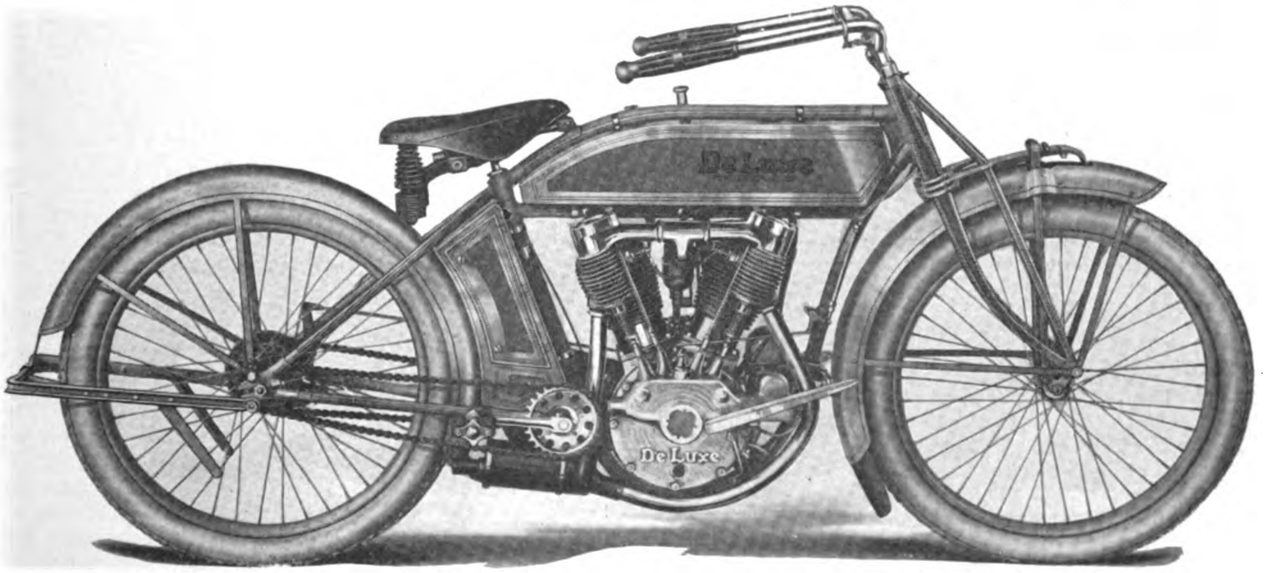
De Luxe Reliability and Endurance

No machine is stronger than its weakest part and in the De Luxe Motorcycle every part is built not only fully strong enough for all requirements, but with a great factor of safety. No money is spent in unnecessary "frills," but you get the full value of every cent of your investment in the qualities that insure service and satisfaction.

Dealers, write for terms and territory on the machine that sells, stays sold and makes every buyer a booster.

EXCELSIOR CYCLE CO.

166-168 N. Sangamon St. **Chicago, Ill.**



FOR DISPLAYING HORNS

The Aermore exhaust horn display stand recently put out by The Fulton Company, manufacturers of the Aermore exhaust horns. The stand holds one of each size of Aermore horn, or will hold four of one size. Is made up in hard wood, nicely finished in mission style, and will be an ornament to any salesroom. This stand is given free to all Aermore jobbers and distributors, and to all Aermore dealers who order one half dozen horns or more.

THE POLICE WANT 'EM

Among late bulletins received at the Harley-Davidson factory are the following: The police department of Hartford, Conn., has purchased seven Harley-Davidsons through W. L. Hayes, the local representative; Huter & Bishop have sold two Harley-Davidsons to the Dallas, Tex., Police Department; R. S. Woods, Trenton, N. J., has placed two Harley-Davidsons with the local Police Department; Bauman & Hines, Richmond, Va., have contracted to supply the Richmond Police Department with two-speed Harley-Davidsons.

WEED CO. OBTAINS INJUNCTION

The Weed Chain Tire Grip Company has obtained an injunction against the Fox Metallic Tire Company, of Brooklyn, N. Y., which restrains the latter from manufacturing and selling the Fox cross chains for automobile tires. The suit has been hanging fire several years, and the Fox device has in the meantime been withdrawn from the market.

EXCELSIOR IN IOWA

Des Moines, Iowa.—The firm of Jenkins & Company, of this city, has been incorporated, with Burt German president and general manager. The company is State distributor for the Excelsior, and Mr. German is now traveling through the State placing agencies. Schultz & Hand, of Hawkeye, have been given the distributing rights for three counties. Another agency which will have an extensive territory is Piper & Hull, of Corning.

VETERAN WILLIAMS

Harvey R. Williams, 651 Columbia avenue, Lancaster, Pa., formerly agent for the Indian, is now handling the Thor and Henderson motorcycles, in addition to an extensive bicycle and supply line. Williams has been in the motorcycle agency business since 1909 and has the only F. A. M. repair shop in the country. He writes that he is now building a large motorcycle garage to take care of touring motorcyclists.

BEALL IN NEW ROLE

George W. Beall, formerly agent for the Thor in Washington, D. C., now has charge of the motorcycle department of the Washington Gas Light Company, where eighteen motorcycles are in use by inspectors and "trouble men." The gas company was one of the first firms in Washington to use the motorcycle in a commercial way, and their satisfactory service is indicated in that the equipment is being increased every year.

FRESNO HENDERSON DEALER

F. L. Rohrbach, Jr., president of the Joaquin Motor Cycle Company, Inc., of Fresno, Cal., has contracted to represent the Henderson Motorcycle in Fresno county. The Joaquin company has large and well-equipped quarters at 2047 Mercer street.

FULLER'S MILEAGE RECORD

Harry A. Fuller, an employee of the Pacific States Telephone & Telegraph Company, has ridden a motorcycle since 1909 and covered 80,000 miles. In his work he has been called upon to tour through the states of Washington, Idaho, Montana, Oregon, California and Arizona.

TO OPEN BOWL MAY 30

Pittsburgh, Pa.—While the management of the Pittsburgh motordrome admits that the 1914 opening may be delayed a week or two, it is now believed that the big bowl can be opened for the initial meet of the season on Memorial Day.

BARR'S SUB-AGENCIES

The Barr Motorcycle Company, 129 East Gay street, Columbus, O., distributor for the Indian in Northern Ohio, announces the appointment of the two following new subagents: W. J. Grube, Delaware, and J. M. Weaver, Basil.

IVER JOHNSON DISTRIBUTOR

Los Angeles, Cal.—The Tufts-Lyons Company, of 428 South Spring street, this city, has contracted to handle Iver Johnson motorcycles and bicycles in southern California and Arizona.

A CHANCE FOR AMATEUR RIDERS

In a recent letter to the National Capital M. C., of Washington, D. C., Billy Feuerstein, of Norfolk, Va., requested that the club include an amateur event in its race meet to be held at Bennings track May 30. The club announces that it will stage such a race if enough amateur racers, in Feuerstein's class, can be obtained.

NEW PORT JERVIS COMPANY

Otto B. Kadel, Charles F. Kadel and Harry Gramer, all of Port Jervis, N. Y., are the incorporators of the Port Jervis Cycle & Supply Co., Inc. The company will deal in motorcycles, bicycles and an extensive line of supplies. Capital, $1,500.

F. W. McKinley, of Oskaloosa, Iowa, has added the Dayton to his line. He handles the Indian also and carries a stock of accessories.

DAYTON CARLOAD SHIPMENTS

W. E. & W. H. Jackson, 785 Mission street, San Francisco, Cal., have received three carloads of Dayton motorcycles from the Davis Sewing Machine Company, Dayton, Ohio, within the last 30 days. The Jackson company reports that a number of Daytons have been shipped to the Honolulu Cyclery, agents for the Dayton in the Hawaiian Islands.

SIDECAR COMPANY INCORPORATES

The Flxible Sidecar Company, of Mansfield, Ohio, has just incorporated with an authorized capital of $25,000. The incorporators are: Carl F. Dudte, Hugo H. Young, G. C. Crow, J. F. Derr and Charles Dueth.

SIDECARS POPULAR IN ST. LOUIS

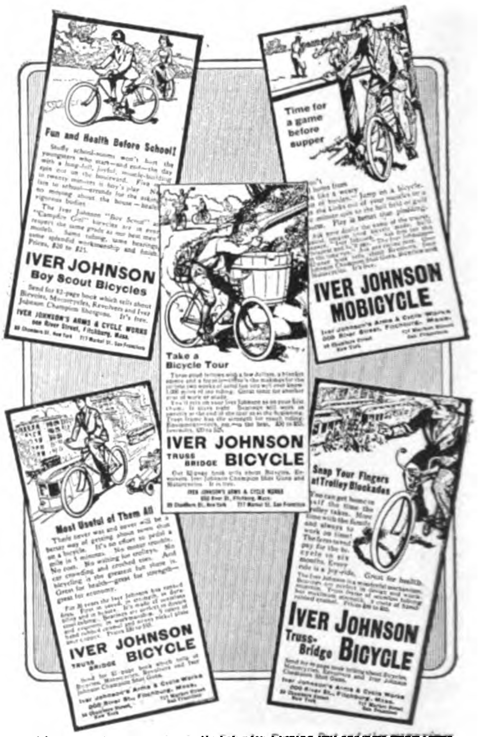
David Nahinsky, of the Auto Cycle Company, of St. Louis, Mo., reports the sales of seven Henderson and DeLuxe motorcycles during a recent week, and calls special attention to the fact that every machine was equipped with a sidecar.

WANT MOTORCYCLE POLICEMEN

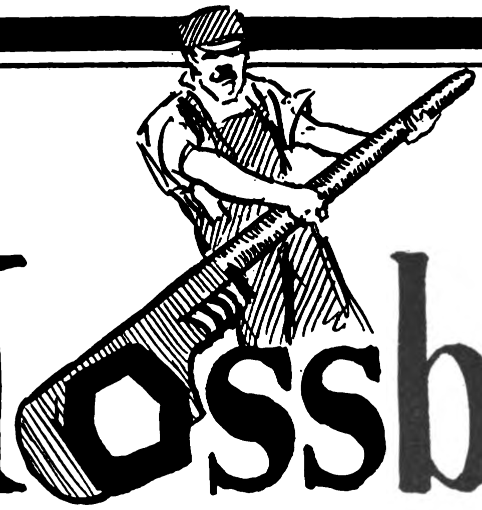
Because bandits killed two police officers in a running duel and made good their escape from the city, the citizens of Montreal, Que., are clamoring for the establishment of a motorcycle squad in the police department. The Montreal newspapers are declaring that if the department had been making use of the speedy two-wheelers, the criminals would not have been able to make a getaway.

"SALES HELPS" FOR THE DEALER

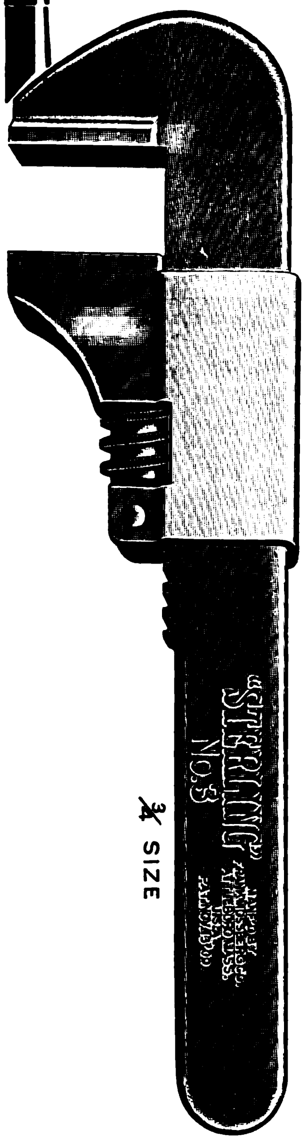
As a result of distributing free among its bicycle dealers a series of attractive electrotypes, such as are shown in the accompanying illustration, the Iver Johnson's Arms & Cycle Works, of Fitchburg, Mass., has aroused unusual enthusiasm and a material increase in sales is reported. "Such selling helps to the dealer are bound to bring early returns," writes the Iver Johnson company.



Advertisements now running in the Saturday Evening Post and other magazines. Same series furnished free for dealer's local advertising.



Mossberg Tools.



¾ SIZE

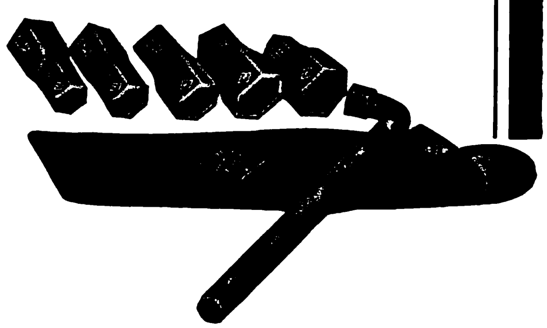
Mossberg Tools are **good tools.** Not only because of the quality of materials used and the conscientious method of manufacture, but because of the fact that fifteen years' tool-making experience has given us a grasp on the **conditions under which every style of tool must operate**—and we have built accordingly. That is why MOSSBERG TOOLS are **good** from every known standpoint, quality of materials, care in manufacture and finally **adaptability** and **convenience.**

We call attention to our Socket Wrench Set No. 5, especially adapted to the needs of the motorcycle rider. With the MOSSBERG SOCKET WRENCH SET the most inaccessible place can be instantly and easily reached and adjustments made without the slightest difficulty. It is practical life insurance for the motorcycle rider, for it guarantees permanently accurate adjustments at all times.

Price, with enamelled canvas kit, $1.25

Write us for our catalog—it contains a wealth of information.

FRANK MOSSBERG COMPANY
ATTLEBORO, MASS.



TRADE AND CLUBS ARE ACTIVE IN BALTIMORE

BALTIMORE, Md., April 27.—Preparations are now being made by the Maryland M. C. for the annual endurance run on May 31. The list of prizes will be a long and interesting one.

The Chesapeake M. C. is planning to hold a 150-mile time run in June, the first prize to be a gold medal. The regular annual endurance run will be held in July, and a secret time run to York, Pa., is also on the program for the summer months.

Sandruck Brothers, Merkel distributors for Maryland, are making elaborate preparations for the opening of their new store and warehouse on North Howard street. Souvenirs will be distributed. Three salesmen from the factory at Middletown, Ohio, will be present during the opening week. Clayton Sandruck reports business brisk among the sub-agents throughout the State.

The Baltimore M. C. has decided to hold its annual sociability run to Lancaster, Pa., on Sunday, June 14.

Members of the Indian Division of the Bakersfield (Cal.) M. C. on Their Recent Picnic.

HIGH MEMBERSHIP AVERAGE

One motorcyclist to every ninety inhabitants, and every motorcyclist a member of the local club, is the unusual record of Bakersfield, Cal. The club has 147 members and there are 12,727 inhabitants in the city. The club would like to know if there is another city in the United States that can boast a better proportionate membership. The Los Angeles club is the only motorcycle club in the state that has more members than the Bakersfield M. C. The accompanying photograph shows the Indian division of the Bakersfield organization on its recent annual picnic at Kern river canyon. The club is planning for the most active season in its history.

GETTING OUT A NEWSPAPER

Unusual interest attaches to the accompanying photograph, which depicts a scene in the pressroom of a newspaper office during the blizzard which swept over the Atlantic Coast States early in March. The office shown is that of the Plainfield (N. J.) Courier-News, whose experience was typical of what many newspapers in the stormbound district had tó go through.

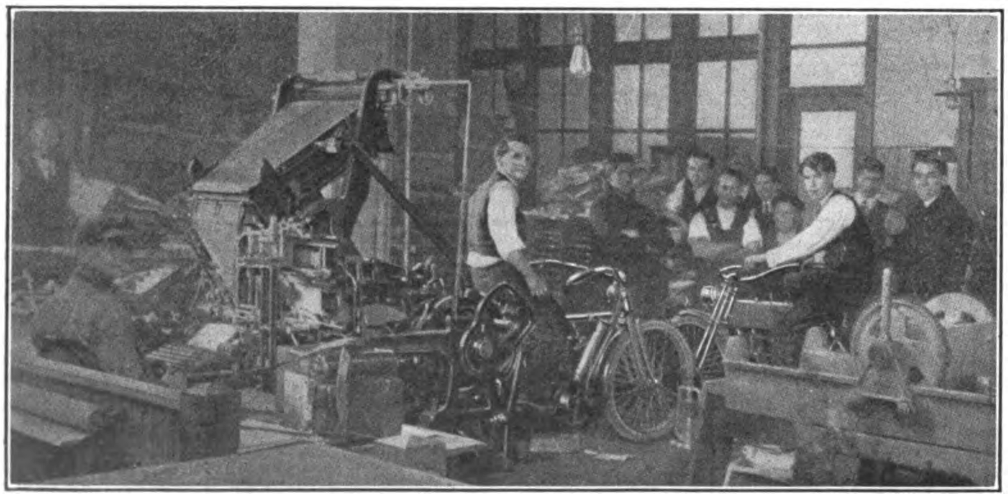
The usual equipment used in issuing the Courier-News consists of six linotypes, including two magazine machines, all of which are run by electricity furnished by the Public Service Corporation. As this power all comes from the plants at Cranford and Metuchen, the Courier-News, as well as every user of current supplied by the Public Service, was at a standstill as soon as the wires went down.

When it was learned that it would be impossible to secure electric power, the management set about devising ways and means by which at least some kind of a newspaper could be issued. Their first thought was, of course, to get the linotypes running. After considerable experimenting it was found that two of the six machines could be operated after a fashion by the use of a couple of motorcycles.

HOCKEY PLAYERS BUY EXCELSIOR MACHINES

SEVERAL months ago the Monarch Hockey Club, of Winnipeg, Man., began to look for a make of motorcycle that would meet its requirements, which, summed up, are as follows: Ease of handling, perfect control, and great durability and strength. Every motorcycle dealer in Winnipeg immediately set out to prove that the machine he represented was exactly what the hockey players were after, and it goes without saying that there was considerable jubilation among the representatives and manufacturers of the winning machine, the Excelsior. The machines selected were 7 h. p. twins, model 7 S-C.

The Chicago company also announces that it has just received an order for ten model 7 T-S. Excelsiors for the Agricultural Department of the United States Government, at Melrose Highlands, near Springfield, Mass. The specifications called for twin-cylinder machine of 7 or more horsepower, and equipped with two-speed and electric lighting system. The Excelsiors were equipped with the Hawthorne electric lighting system. The Excelsior company also recently sold fifteen machines with side-cars to the Chicago police for ambulance work.



Showing How Two Motorcycles Were Used in Getting Out the Plainfield (N. J.) Courier-News

QUINCY POPE AGENCY

A Pope agency has been placed in Quincy, Ill., with the T. C. Nichols Co., a large automobile and supply house. The company has installed a special department to handle the motorcycle business.

Otis E. Halt, traveler for the Beckley-Ralston Co., of Chicago, in the southern section of Iowa, is covering his territory these days on a Dayton 9. He reports an increase in business because he is able to handle more territory systematically.

Cleveland, Ohio.—The American Militaire Cycle Company, of Cleveland, has been incorporated with a capital of $100,000 to manufacture and deal in motorcycles. The incorporators are M. L. Thomsen, E. Frederick, A. Henry, Vernon E. Davis, H. E. Downing and M. H. Gallagher.

Herb Hodgkinson, the popular tourmaster of the Wanderers' Motorcycle Club of Toronto, and an Indian sub-agent, has removed to much larger quarters at 727 Gerrard street East.

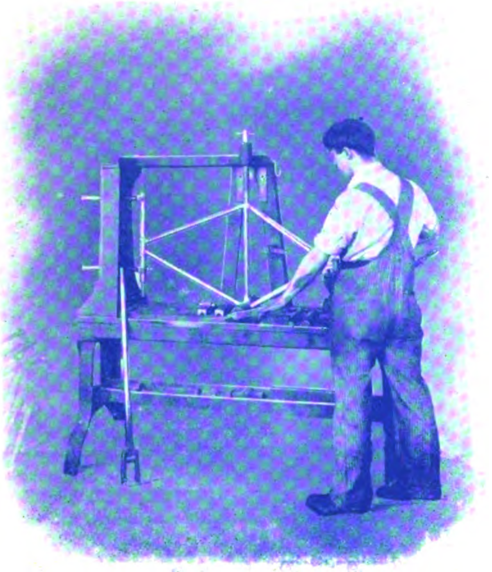
Keokuk, Iowa.—J. H. Woodbury, who has been the Indian agent here for several years, has decided to devote all his time to the bicycle business. Indian interests will hereafter be handled by Antone Weirrather.

The firm of Merkel & Spacher has been incorporated in Rochester, N. Y., to handle motorcycles. Capital, $15,000. Incorporators, George M. Spacher, 31 Rauber street, Rochester; Charles A. Merkel and Joseph G. Merkel, both of 214 Jefferson street, Rochester.

McFadden & Cole, Indian agents at Iowa City, Ia., have dissolved partnership, F. E. Cole taking charge of the business, while Mr. McFadden will enter another line.

W. V. Abbott, of Tottenville, S. I., has met with considerable success in combining the selling of motorcycles with a general sporting goods business.

HOW PIERCE BICYCLES ARE MADE



IN the bicycle field as in every other, there must be a leader. The fact that a certain manufacturer makes more bicycles than any other is no reason why any one should buy those machines, but if there is a manufacturer who makes a better bicycle than any other, there is every reason in the world why every rider should prefer such a machine.

Pierce Bicycles are the result of a determination to produce only the highest quality of product that it is possible to manufacture. So carefully have we gone about this and so well have we studied out every detail of the making of Pierce Bicycles that we are able to offer at a medium price the finest bicycle built today—either here or abroad.

The following information about Pierce methods and Pierce construction is intended to show you how we accomplish the quality we offer for the price we ask you to pay for a Pierce Bicycle.

Best Materials as the Basis of Quality

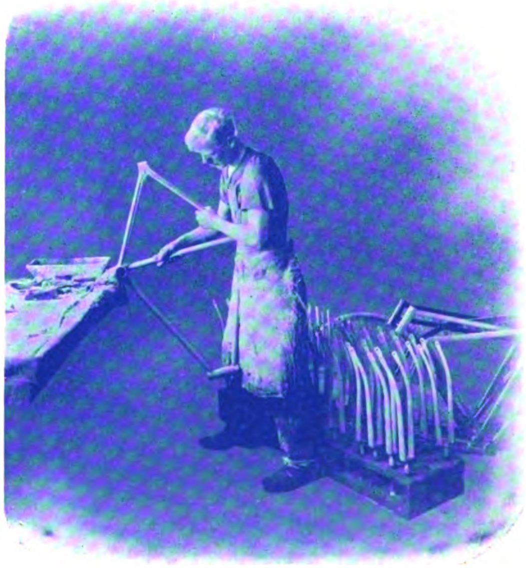
The problem of getting stock of the proper quality is comparatively simple. The stock we buy we know to be the kind called for in our specifications. The science of metallurgy enables us to check this up and insure that particular.

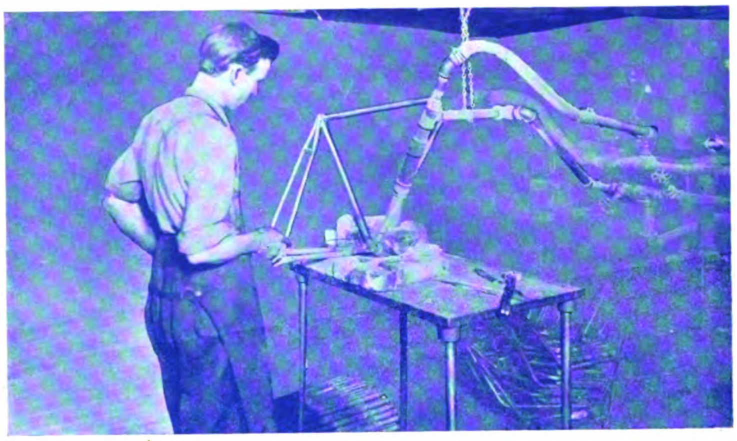
Open Hearth Brazing

After the tubes for Pierce Frames are cut and worked to the proper shape, the frame is then built in two sections, front and back. Getting these sections made up involves first the brazing of the parts of each section together—then the brazing of the two units of the frame together.

Cost Where Cost Helps

All Pierce Bicycles are brazed by the open hearth method rather than by the dip brazing method used in practically every other plant. Open hearth brazing costs us fully five times as much as dip brazing would, but we consider the results so far superior that we will not employ the seemingly more expedient method. This is how we put strength—insured strength—into Pierce frames.





Insuring Pierce Quality

The next detail which carries a portion of the burden of maintaining Pierce quality is the lining up of the assembled frame so that with its structure absolutely true, the wheels, sprockets, bearings, etc., are able to perform their functions properly. Every detail of Pierce frame assembly is checked and tested in jigs which are absolutely accurate. We never have to go back and rectify any inaccuracies.

Superb Appearance Counts

Pierce Bicycles are equally as famous for their superb finish as they are for the service they give. To secure this finish, we are the only bicycle manufacturers who sandblast our frames, joints and other parts. Sand-blasting not only gives us a superb basis for the finish, but clean joints, and it detects any and all weaknesses which might escape under any other method. Nothing is left to guess-work.

Lasting Finish

The Pierce frame received from the construction department is thoroughly washed and dried, polished, washed a second time and then dried again. After drying, nothing but the finishing coats of enamel touches the frame. So well is this work done that a Pierce Bicycle tube can be mashed absolutely flat or hammered out of shape without the enamel cracking or breaking. The enamel can be sliced off with a sharp knife and is so homogeneous that it will curl up like a piece of rubber instead of chipping.

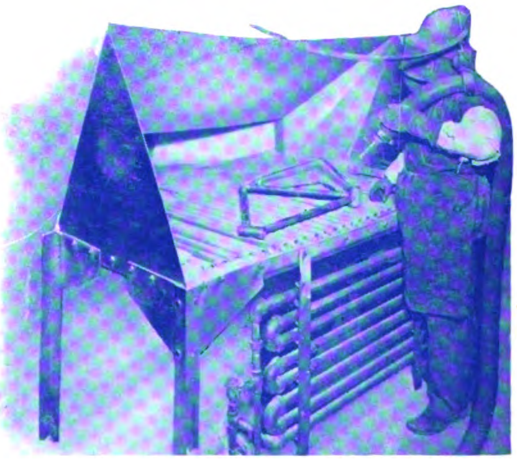
The Best Bicycle

If you could make a trip of inspection through the Pierce factory there would not be the slightest doubt in your mind as to which is the best bicycle in the world. You would learn that the secret of our ability to offer Pierce Bicycles at a medium price lies in the fact that our mechanics are experts in their lines, and are able to accomplish their work better and faster than the ordinary bicycle factory employee. This, together with the fact that they, like all artisans, take pride in their work, makes our overhead cost, to insure Pierce quality, wonderfully small.

The Reason Why

The methods of the Pierce plant are illustrative of a class of manufacture which is gaining weight in the consideration of the public, that of calm deliberation, of beautiful workmanship, of comparatively small quantities with absolute, unqualified satisfaction resulting to the ultimate purchaser.

Remember that you are not buying a piece of machinery when you purchase a bicycle. You are buying a service. Service is the product of materials multiplied by care and thoroughness in making. Nothing else.



PIERCE CYCLE COMPANY

BUFFALO NEW YORK

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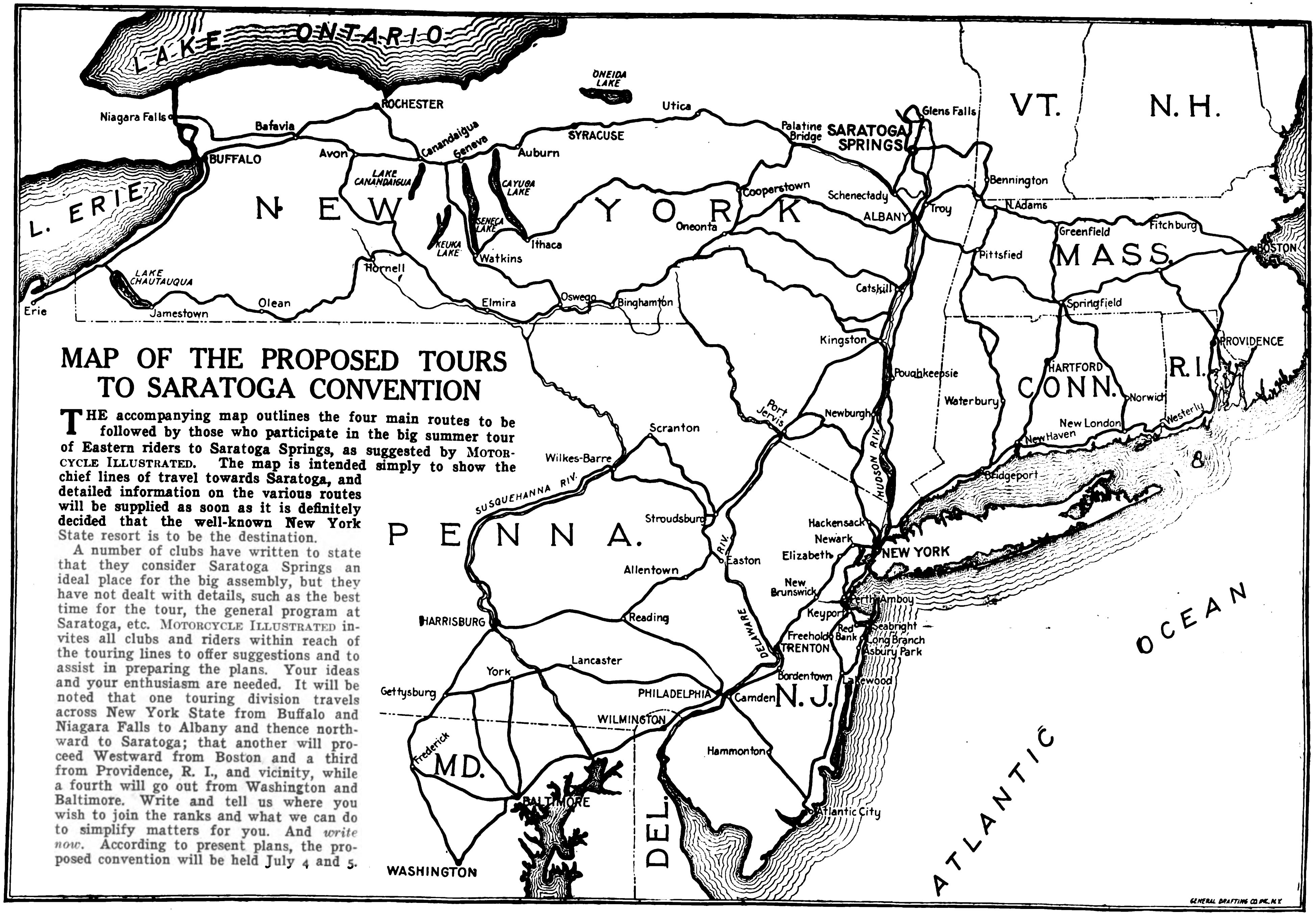
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MAP OF THE PROPOSED TOURS TO SARATOGA CONVENTION

THE accompanying map outlines the four main routes to be followed by those who participate in the big summer tour of Eastern riders to Saratoga Springs, as suggested by MOTORCYCLE ILLUSTRATED. The map is intended simply to show the chief lines of travel towards Saratoga, and detailed information on the various routes will be supplied as soon as it is definitely decided that the well-known New York State resort is to be the destination.

A number of clubs have written to state that they consider Saratoga Springs an ideal place for the big assembly, but they have not dealt with details, such as the best time for the tour, the general program at Saratoga, etc. MOTORCYCLE ILLUSTRATED invites all clubs and riders within reach of the touring lines to offer suggestions and to assist in preparing the plans. Your ideas and your enthusiasm are needed. It will be noted that one touring division travels across New York State from Buffalo and Niagara Falls to Albany and thence northward to Saratoga; that another will proceed Westward from Boston and a third from Providence, R. I., and vicinity, while a fourth will go out from Washington and Baltimore. Write and tell us where you wish to join the ranks and what we can do to simplify matters for you. And *write now*. According to present plans, the proposed convention will be held July 4 and 5.

A WARNING FROM YONKERS

George A. Ellis, local F. A. M. Commissioner in Yonkers, N. Y., issues the following warning for motorcyclists:

"New York motorcyclists and other riders who may pass through this State should use great care in passing from the city line of Yonkers into New York City, as a strict watch is being kept by the authorities. The muffler cut-out must be kept closed and the speed cannot exceed 15 miles an hour. Three police are stationed at the city line and motorcyclists going in either direction are very closely watched. A fine of $25 is imposed for the first offense and for the second violation the fine is $50, so it will pay to be careful."

WANT MOTORCYCLE REVENUE

Zanesville, Ohio.—Members of the city council of Zanesville are trying to secure a method of levying taxes on motorcycles for good roads purposes. It is believed the recent state law placing the registration of motorcycles under the Ohio automobile department takes the authority away from municipalities. It is declared that the state is doing a wrong to municipalities by taking away that source of revenue.

YELLOW JACKET TEAM

Carl J. Turner, secretary of the Dodge City Motor Speedway Corporation, which will conduct the 300-mile race to be held in Dodge City July 4, reports the receipt of an entry from the Miami Cycle & Manufacturing Company. The Yellow Jacket team will be composed of Maldwyn Jones, who finished second in the Savannah race, L. S. Taylor, and a third rider who has not been named.

ATLANTA'S ENDURANCE WINNERS

R. B. Parrish, riding a Harley-Davidson, won the third and last of a series of endurance runs conducted by Johnny Aiken, agent for the Harley-Davidson in Atlanta, Ga. The runs have been conceded to be the severest ever held in the state. Following are the results of the three runs: R. B. Parrish, Harley-Davidson, 2971; Johnny Aiken, Harley-Davidson, 2964; N. H. Hudson, Thor, 1995; H. Bedinger, Indian, 989, and L. Ewing, Harley-Davidson, 986. The first prize was a gold medal.

WILL HAVE MOTORCYCLE SQUAD

Police Commissioner Fred A. Rhoades, of Malden, Mass., has asked for an appropriation to cover the cost of four motorcycles, which will compose Malden's emergency squad.

In the above photograph are seen a few of the fast riders of the Indianapolis M. C. waiting for the others to "catch up." The picture was taken on the occasion of the first club run of the season.

A SERVICEABLE COMBINATION

Stanton M. Palmer, who appears on the motorcycle in the accompanying photograph, is one of the most enthusiastic sidecarists in New York City and vicinity, and it follows naturally that he is one of the keenest observers of the adaptability of motorcycles in general. He is a full-fledged lover of the open road, and during 1913 his Indian twin and sidecar traveled no less than 3,500 miles. He made trips to Kingston, Trenton, N. J., Long Branch, N. J., and New Haven, Conn., in addition to numerous shorter runs. He reports that the outfit gave him uniformly satisfactory service. Mr. Palmer is planning a tour to Bretton Woods for the coming summer and is making arrangements to drive a new two-speed mount. That he is a pioneer motorcycle enthusiast in the Metropolitan district is evidenced by the fact that he rode one of the first motorcycle tandems used in the vicinity of New York. One of Mr. Palmer's most interesting achievements in 1913 was a trip from New York to Bridgeport, Conn., 58 miles, on a gallon of gasoline. The sidecar tire is reported to be still in good condition, and Mr. Palmer attributes much of his success in touring to the use of 3-inch tires on his outfit. Mr. Palmer's home is at 601 West One Hundred and Fifty-eighth street, New York.

IT HELPED MOTORCYCLE BUSINESS

As a result of the recent decision to use convict labor in improving the roads of West Virginia, motorcycle dealers of the State report an appreciable increase in business. The convicts will be set to work as soon as the county road authorities submit assignments to Warden Brown, of the State penitentiary.

Canton, Ohio.—Good Road enthusiasts in Stark county, Ohio, are subscribing to a fund for the improvement of a section of the Lincoln Highway, a mile in length. J. A. Kress is heading the movement.

NORTH SHORE CLUB READY FOR BIG MEET

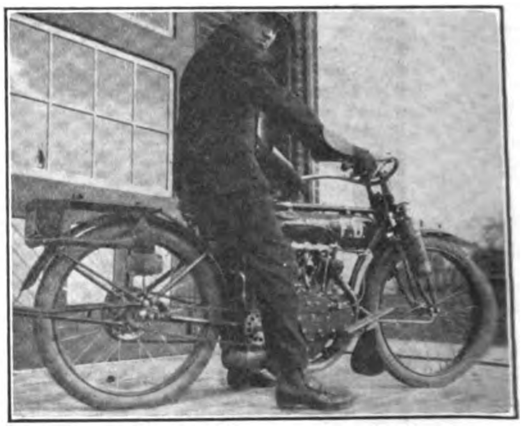
THE fifth annual two-day race meet of the North Shore Motorcycling Club, of Chicago, is scheduled for May 16-17 at the Hawthorne track. Events for Saturday, May 16: 5 miles, open, professional, 61 cu. ins. class; prizes, $30, $20 and $10; 5 miles, open, professional, 30.50 cu. ins. class; prizes, $30, $20 and $10; 5 miles, stripped stock, 61 cu. ins. class; prizes, $20, $10 and $5; 10 miles, open, professional, 61 cu. ins. class; prizes, $30, $20 and $10; 5 miles, stock machines (private owners), 61 cu. ins.; prizes in merchandise valued at $40; 15 miles, open, professional, 61 cu. ins. class; prizes, $40, $25 and $10; 1-mile time trial, free for all, flying start.

Events for Sunday, May 17: 5 miles, open, professional, 61 cu. ins. class; prizes, $30, $20 and $10; 5 miles, stock machines (private owners), 61 cu. ins. class; prizes in merchandise to value of $40; 5 miles, open, professional, 30.50 cu. ins. class; prizes, $30, $20 and $10; 10-mile national F. A. M. championship race; prizes, F. A. M. official medals in gold, silver and bronze; 5 miles, stripped stock, professional, 61 cu. ins. class; prizes, $20, $10 and $5; 15 miles, open, professional, 61 cu. ins. class; prizes, $40, $30 and $10; 1-mile time trials, free for all, flying start.

Entry blanks have been in great demand for weeks past and the club is assured of a strong lineup of speedsters and a big turnout of racing fans. Interest is especially keen over the F. A. M. championship event. L. J. Leonard, 115 East 55th street, Chicago, is chairman of the live-wire racing committee.

ANOTHER MOTORCYCLE FIRE-FIGHTING OUTFIT

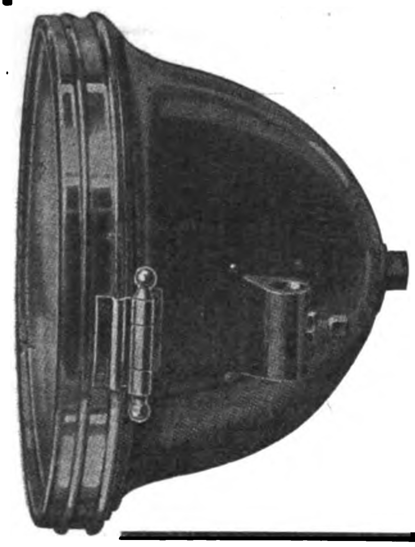
AFTER careful investigation, the Miami Cycle and Manufacturing Company decided recently that it was justified in marketing a motorcycle with special equipment for fire-fighting, and as a result it is now in a position to supply fire departments with machines of the type shown in the accompanying photograph. It will be noted that the machine is a 7 h. Flying Merkel twin.



The machine, which is listed as the Fire Department Special, is equipped with 2¼-inch Federal tires, two Pyrene extinguishers mounted on special brackets, a fire axe and an alarm gong. The machine will sell for $250, completely equipped. It has been demonstrated that a fireman mounted on a motorcycle can reach the scene of a fire from two to ten minutes in advance of the horse-drawn apparatus.

NEW LITE

Electric Lighting for Motorcycles.



A New Lighting System that is Making Good Every Day—Everywhere

The success of New Lite is assured. It has made good. Because it is simple—strong—reliable. A headlight of steel; marvellously powerful. A dynamo-generator built like a battleship in strength—like an Ingersoll in reliability. A powerful battery in a steel box—built for motorcycle use **alone!**

A tail-lamp drawn from sheet steel and weighing but 6 ounces.

There are hundreds of other features about the New Lite that have helped it make good wherever it has been called upon to prove its worth.

Write for our interesting booklet. Then order from your dealer.

New Lite Manufacturing Company

Newton, Ia.

R·I·V

Ball Bearings

HERE
THERE
EVERYWHERE

QUALITY

R. I. V.

Conserve Power

LESS power is required to drive a motorcycle on R. I. V. Ball Bearings than on any other type of bearings. They are the most thoroughly anti-friction bearings to be had.

R. I. V. have no superior. They are strongly guaranteed and preferred by many of the leading motorcycle manufacturers.

R. I. V. Ball Bearings not only have the advantage of efficiency, endurance and dependability, but they easily interchange.

More real bearing value will be found in R. I. V. than in any other bearing. Full particulars upon request.

R. I. V. COMPANY

S.W. Cor. 57th St. & Broadway, N.Y. City

Imported Since 1904

PRESIDENT HENDEE IS WELL SATISFIED

"THE sun still is shining brightly on the Indian, despite the talk of slowness and falling off in business on all sides, and we are exceeding our record year of 1913,' remarked President Geo. M. Hendee, of the Hendee Mfg. Co., Springfield, Mass., the other day in response to an inquiry as to conditions in the motorcycle industry. "So far as we are concerned, there is no business depression, and we are forging ahead, regardless of any flurries which may prevail in other lines. It is a similar state of affairs to the panic of 1907, which did not affect us in the slightest.

"Since the beginning of our 1914 year, our business up to May 1 has been well ahead of the volume handled during the corresponding period of 1913, despite the fact that general conditions last year were much more settled and more men were employed throughout the country. We, therefore, have exceeded our best previous year for the period mentioned.

"While we are not employing as large a force as we did a year ago, it is due to a very legitimate reason which never before existed. At the beginning of this season we started manufacturing our 1914 models three months earlier than ever before, which naturally permitted us to accumulate a large stock of all models in anticipation of the annual spring rush.

"Already this spring the demand has been so heavy as to almost deplete our stock, and we have been compelled to put on more men in our assembling department to increase the daily output. With the advent of a period of settled weather, we fully anticipate being compelled to run to full capacity to keep up with the usual flood of orders that pour in during May and June."

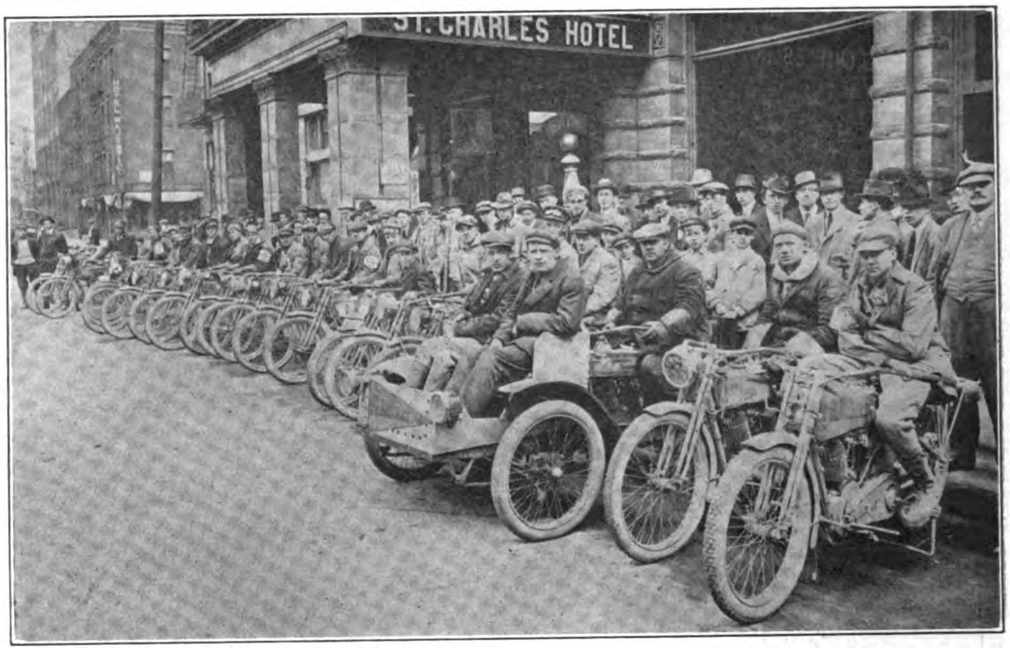
FIRST UP WITH TANDEM

Fort Smith, Ark.—M. E. Hale and Cris Rouse returned from Van Buren Sunday with the honor of being the first two who have ever ridden tandem up the difficult Log Town Hill. Over a dozen riders went to the hill that day to test the climbing ability of their mounts, as the grade is notoriously difficult. In fact, only three or four machines have succeeded in climbing the hill this season, with one rider.

Most of the riders had little more success than on previous attempts. Finally one of them on a two-speed twin managed to get to the top without stalling his motor. Interested by seeing the attempts of the others, Hale and Rouse, who had ridden tandem from Fort Smith, decided to make a trial with both riders on the machine, and their two-speed Yale twin forged up to the top with its double load, to the astonishment of the others, some of whose machines had failed with only one rider.

Seven motorcycles are used in the police department of Columbus, Ohio.

The accompanying photo gives an idea of how the motorcycles lined up in the recent motor show in Philadelphia, Pa. In the foreground are seen the Merkel, Emblem, Yale and Henderson exhibits. The show was well patronized and the motorcycle dealers report satisfactory returns from it.



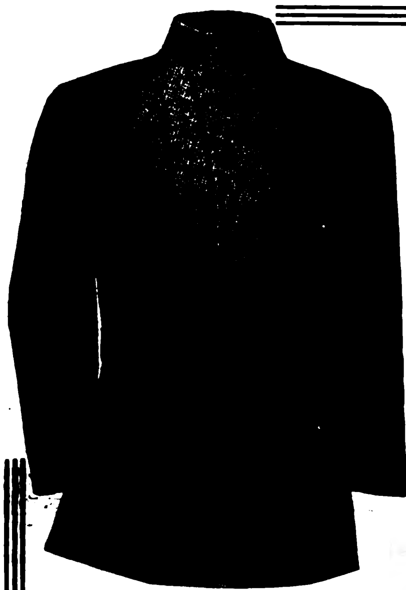
Above is Seen a Line-Up of the Endurance Riders of the Humboldt (Ill.) M. C., Snapped at Milwaukee on the Club's Recent Run.

HUMBOLDT CLUB'S ENDURANCE RUN

IN the accompanying photograph appear members of the Humboldt M. C., of Humboldt, Ill., snapped at the noon control in Milwaukee, Sunday, May 3, during the club's endurance run from Chicago to Milwaukee and return. Eighteen of the twenty-one starters kept their scores intact on the first half of the run, and of this number ten remained on the perfect score list at the completion of the trial. The number of perfect scorers is creditable in view of the fact that the roads were in poor condition. A notable feature of the run was the preponderance of two-speed machines. Edward Overbeck, a 320-pound proprietor of a delivery business in Chicago, drove a Harley-Davidson truck throughout and attracted much attention. Overbeck carried two passengers, weighing 160 and 185 pounds, respectively, bringing the total weight up to 665 pounds.

Following is a list of the contestants and their scores: Paul Hanke, 2-speed Harley-Davidson twin, 1,000; Paul Eber, Harley-Davidson twin, 1,000; A. Ufer, 2-speed Harley-Davidson, 997; A. W. Wadsworth, 2-speed Harley-Davidson twin and sidecar, out at Racine with tire trouble; Otto Ruchs, Harley-Davidson twin, 1,000; Harold Trebbin, Harley-Davidson twin, 1,000; G. A. Trebbin, 2-speed Harley-Davidson twin, 988; A. Krause, Harley-Davidson twin, 974; J. Hermanson, 2-speed Thor twin, 991; L. Thompson, 2-speed Harley-Davidson twin, 1,000; Robert Jones, Excelsior twin, out at Milwaukee; F. Cassettire, 2-speed Harley-Davidson twin, 1,000; Harry DeBeer (lightest weight rider in Chicago), Harley-Davidson twin, 1,000; De Witt Coulter, Thor single, out at Racine; F. Sobanski, Harley-Davidson twin, 1,000; Joe Pokorny, Excelsior twin (belt drive), 1,000; W. Nelson, Harley-Davidson twin, out at Waukegan; Edward Coles, 2-speed Harley-Davidson twin, 1,000; F. Krahenbuhl, 2-speed Harley-Davidson twin, 1,000; Arthur Griner, 2-speed Harley-Davidson twin, 1,000.

A new motorcycle and automobile speedway is to be built at Matteson, Ill. A 100-acre section of land has been purchased.



Riders! Join the Good Clothes Club---Now!

Get in the swim! Join the steadily increasing army of riders who are particular about their personal appearance—as particular as they are about the appearance of their mount. It adds to your pleasure to know that your riding togs fit you and that they are made to last, to give perfect, comfortable, iron-clad service.

NATIONAL C. C. C. BRAND

has long been recognized as the standard of motorcycle clothing perfection. Fit, style, service and satisfaction are contained and **guaranteed** in every garment turned out by us. We make clothes to your individual measurements, to fit your figure, your requirements and your purse.

NATIONAL C. C. C. BRAND

MOTORCYCLE CLOTHING

FOR LADIES AND MEN

Most Practical Garments Made for Protection from Wind, Dust, Rain

Designed for the Special Requirements of the Motorcyclist, of fabrics that are selected for their excellent wearing qualities and fineness of texture.

DIRECT FROM FACTORY Riders: If your dealer can't supply you, write us direct; at the same time mention your dealer's name. **AT FACTORY PRICES**

Note the illustration of coat shown above. Large pockets, high, close-fitting collar, adjustable belt and cuffs. Perfectly fitting and guaranteed to wear well in every particular.

Men's Riding Trousers, cut full on sides, made to lace close around calf of leg, flaps on back pockets, double seat, etc.

Ladies' Riding Skirt, with detachable front panel; for either riding or walking purposes.

Official F. A. M. Uniforms

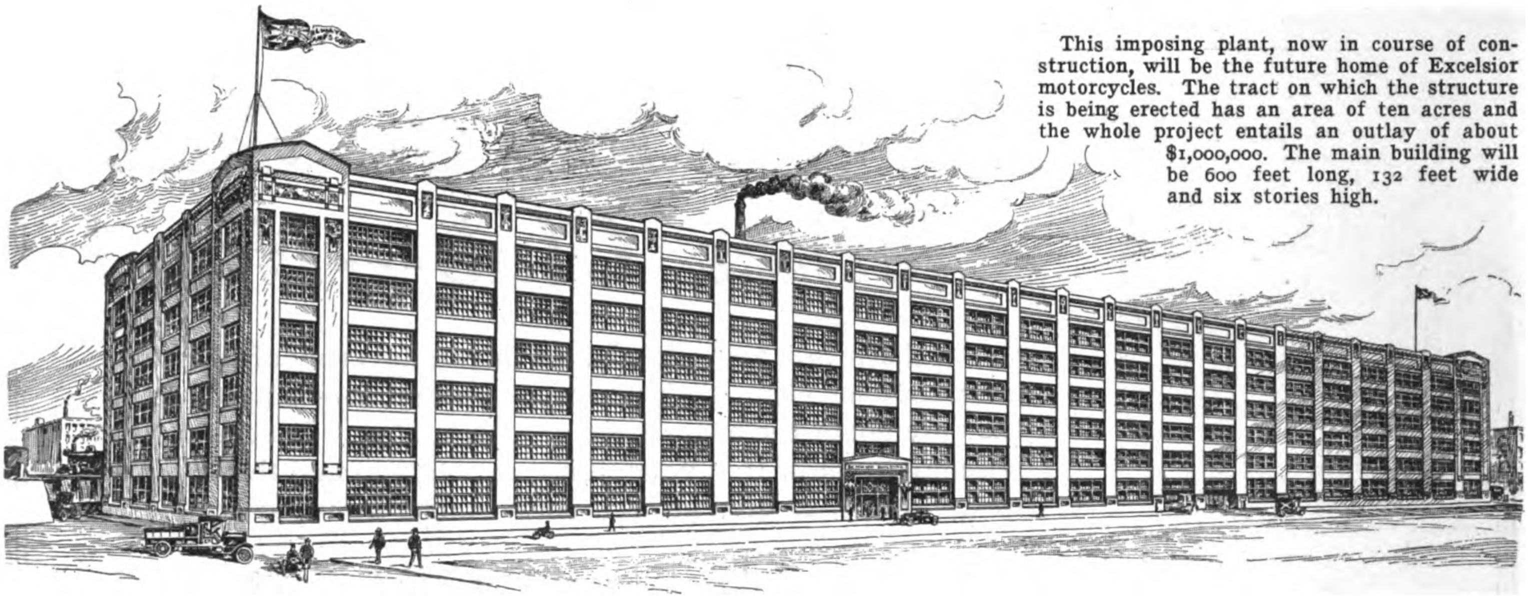
We were the first manufacturers to satisfactorily comply with the requirements of the F. A. M. Uniform Committee. The official F. A. M. uniform is a handsome affair, of a dark olive color, made in either genuine Roseberry or Shelter Tent. The F. A. M. Emblem, woven in gold on a blue background, is sewed on each side of the coat collar. In quality, style, material and color the F. A. M. Official Uniform bids fair to be worn by a large majority of the twenty thousand members of the Federation of American Motorcyclists.

MOTORCYCLE CLUBS EQUIP YOUR MEMBERS WITH DISTINCTIVE UNIFORMS

It will add greatly to your appearance and comfort and increase your membership. Club Secretaries are invited to write us for Special Discounts on quantity. Our prices should interest you and our suits will please you.

Manufactured and Sold by

NATIONAL CYCLE ACCESSORY CO., - 141-143 Main St., Aurora, Ill.



This imposing plant, now in course of construction, will be the future home of Excelsior motorcycles. The tract on which the structure is being erected has an area of ten acres and the whole project entails an outlay of about $1,000,000. The main building will be 600 feet long, 132 feet wide and six stories high.

WOODWORTH TREAD FOR MOTORCYCLE USE

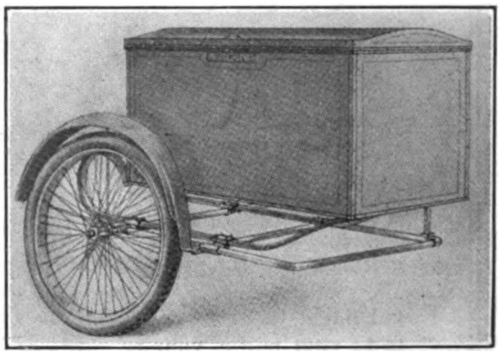
AUTOMOBILE owners have used for several years a special form of thin steel-studded leather protector, attached by deflating the tire and held on by the tension of strong coil springs on each side. Until very recently, however, motorcycle owners had no such reliable protection against skidding and punctures.

That want has now been supplied by the Leather Tire Goods Company, makers of the automobile tire protector referred to, and the new device is known as the Woodworth motorcycle tread. The general appearance of these treads is shown by the illustration. Each tread is simply a band of soft chrome-tanned leather, specially treated to render it permanently waterproof, and studded on its wearing surface with steel rivets. The rivets take the wear and afford a "non-skid" that is always in place. The function of the leather is partly to hold the rivets and partly to aid in preventing punctures. The springs at the edge are made in short sections, which are put together by means of a special tool furnished free. Owing to the tension of these springs, any stretching that may occur in the leather is at once taken up, so that the leather is constantly smooth and snug, and there is no tendency to chafe the tires. As only one thickness of soft leather is used, the treads are exceedingly flexible, and no difference in riding qualities can be detected when they are on the wheels. They afford a secure grip even on asphalt pavements. According to the makers the only place where it is necessary to exercise the usual caution against skidding is on car tracks. On sharp stones, and on wet, slippery pavements, the treads are especially useful in relieving the rider from any anxiety regarding either damage to his tires or possible falls.

Woodworth motorcycle treads are made in two styles. The "endless" style requires that the wheel be taken out of the frame in order to attach. It has the advantage of being continuous all the way round. The "lapped" style is a straight strip, which is simply put around the tire, and the ends lapped in such a way that the wheel rolls off from the exposed end. These are the most convenient to attach, but have the disadvantage of wearing out somewhat sooner at the lap.

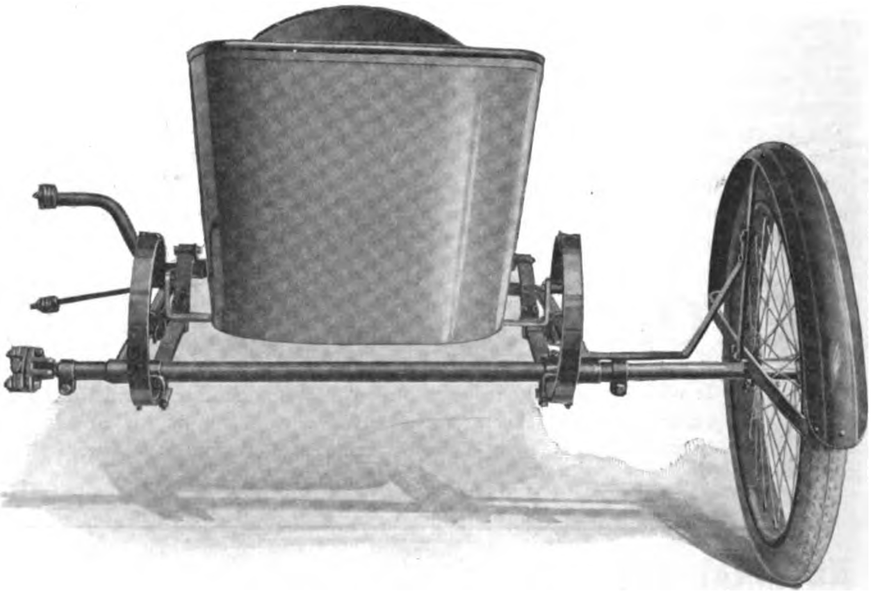
EUREKA COMMERCIAL CAR

Special attention is now being given to the production of a commercial van by Lamy & Davis, sidecar manufacturers, of 306 West Sixty-ninth street, Chicago. The illustration at the right shows the company's Eureka model commercial car, which is made to attach to any motorcycle. It has a carrying capacity of 500 pounds and the body dimensions are 34 by 23 by 23 inches. The door opens from the top. The body is made of heavy seasoned hardwood and is covered with 26 gauge sheet steel, reinforced at each corner and substantially braced throughout. The Lamy-Davis interchangeable chassis is used, which permits of fitting the pleasure car body. The Eureka is listed at $70 f. o. b. Chicago.



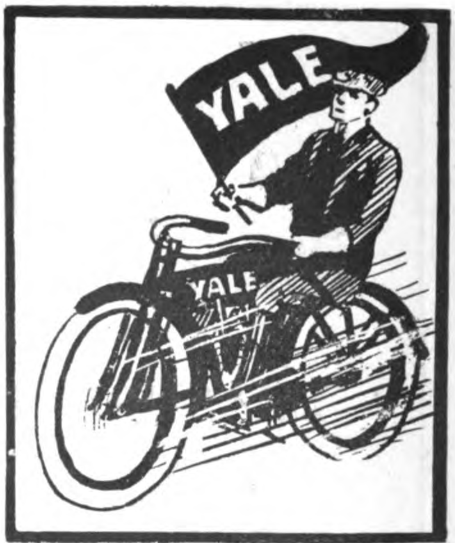
Eureka Commercial Car

J. C. Schwartz and Arthur Gehring, well-known motorcyclists of Quincy, Ill., have formed a partnership and have purchased the equipment of the Allen Vulcanizing Works of Quincy. They are now ready for business.



New Sidecar With Adjustable Axle and Other Novel Features Made by the National Cycle Accessories Co., of Aurora, Ill. Description Appeared in the Last Issue.

A Famous Chain for Famous Motorcycles



On the leading motorcycles of the day—the machines that constantly figure in brilliant speed wins—endurance tests— and all-around reliability trials—on these famous machines you will find

DUCKWORTH CHAINS

Because of their silent, flexible, trouble-proof service and their astonishing durability Duckworth Chains are the chosen chains of America's representative motorcycle manufacturers.

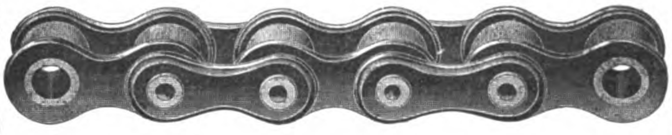
On the track or on hills no strain is too much for Duckworth Chains. They are built for hard usage.

The highest grade of steel—specially prepared for motorcycle chains, is used with Duckworth Chains. This accounts for their tremendous wearing qualities. Duckworth Chains have demonstrated their durability more times than any other transmission on the market today.

Get them of your Jobber.

HARLEY-DAVIDSON

DUCKWORTH CHAIN & MFG. CO.
Springfield, Mass.



DON'T

WEAR BLINDERS LIKE A HORSE

WEAR THE

LEASURE SANITARY EYE AND NOSE SHIELD

The only shield on the market for Autoists and Motorcyclists with positive Sanitary Nose Protection from the dust. Perfectly transparent. Gives wearer full vision. Weighs but half an ounce; so light you can hardly feel it. Made in White Amber, Blue and Green. Specially adapted for ladies' use in side cars. Protection against Hay Fever. Occulists and Doctors recommend them. SEND FOR ONE TODAY.

NOT MADE OF GLASS
It's Flexible

Price $1.00 postpaid
with leather case.

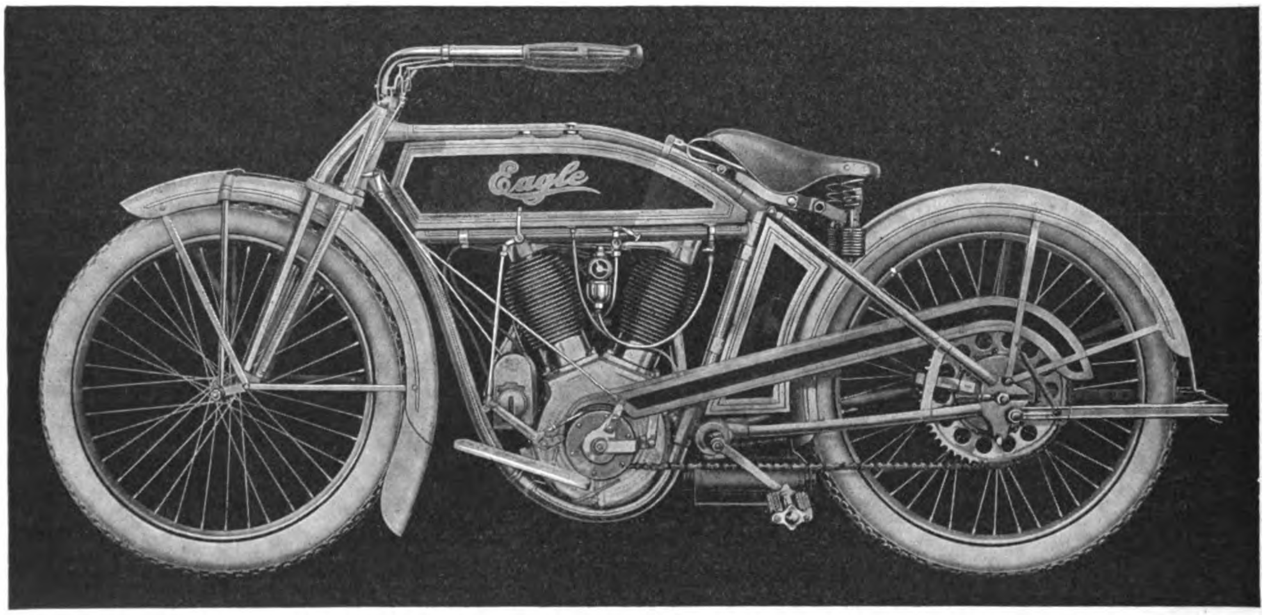
AN OUNCE OF PREVENTION
IS WORTH A POUND OF CURE

Special Price to Dealers—Write us now.

SANITARY SALES COMPANY, Inc.

—SOLE DISTRIBUTORS—

East End Trust Building PITTSBURGH, PA.



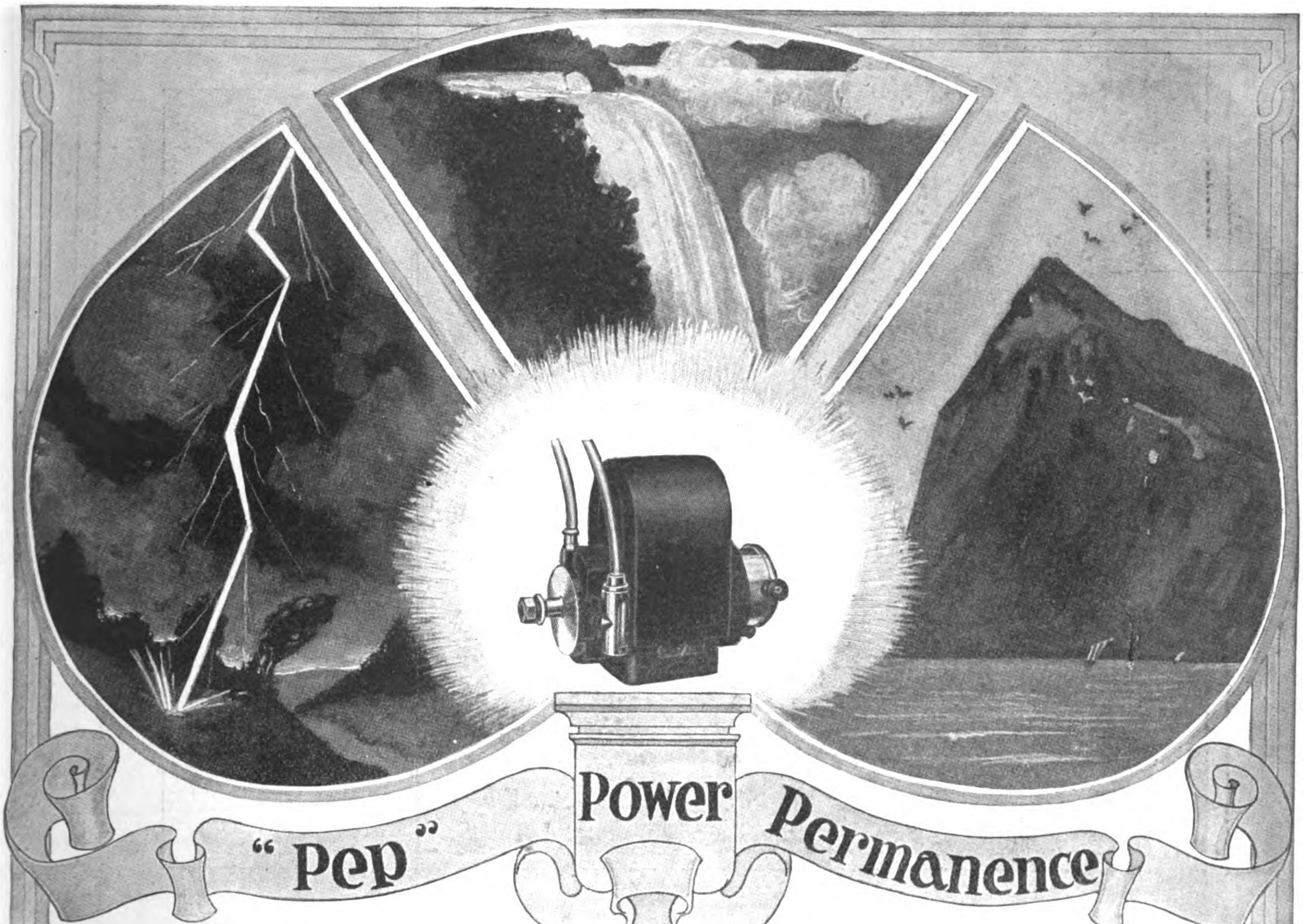
With the Eagle it is unnecessary to use more than half the power, for all ordinary purposes. This adds to the life of the machine considerably, as you are not working your motor up to 100% of its capacity in order to get along. The Eagle motor is designed to develop 9-12 H.P. on the brake and the parts are made sufficiently heavy to stand this continuous load; therefore when you only use 25 to 50% of the power ordinarily, you can see at a glance that the rugged construction necessary to carry the full load of the motor is being taxed to only a very small fraction of its strength.

Remember, that taking an Eagle agency is NOT making a questionable investment. You get value received in the machine delivered at a mighty low profit to us above cost. When sold the EAGLE remains sold, and the purchaser becomes a BOOSTER for more sales, not a permanent fixture in your repair room.

The ⅜" Direct Chain Drive gives a smooth, quiet, easily adjusted transmission and adds 10% to the total efficiency of the complete machine.

If you want to show the Boys the way, show the EAGLE. WRITE US TODAY.

STERLING MOTOR COMPANY Brockton, Mass.



The cracking, hissing, crashing "pep" of a lightning-bolt—the unfailing power of the world's greatest falls—the enduring strength and invulnerable protection of Gibraltar—all combined in that water-proof, dust-proof, oil-proof and trouble-proof wonder-worker; the little dreadnaught of ignition producers—the

BERLING TYPE N MAGNETO

Light—compact—smaller than any other magneto made, producing a fat, blazing spark at slowest motor revolutions, the Berling Type N is indeed a revelation in American magneto development. A one piece frame protects the mechanism from all outside influences. Its mechanism is sealed—yet every necessary part is instantly accessible.

Owners—insist upon Berling equipment—it means the best ignition service for you.

AND IT IS A REAL AMERICAN MAGNETO

Write for Latest Booklet

ERICSSON MANUFACTURING COMPANY

1124 MILITARY ROAD, BUFFALO, N. Y.

DIAMOND
HARLEY-DAVIDSON
SAFETY FIRST

"—the one non-skid—
—seems no wear-out to it!"

Can you imagine any higher praise for a motorcycle tire? And that's just what Mr. Alfred J. Lewis, the well-known Cleveland motorcyclist says about DIAMONDS. His letter will be read with interest by every rider:—

Cleveland, Ohio

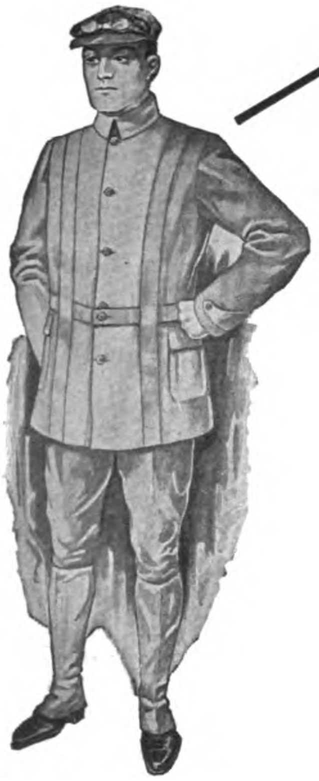
Gentlemen:—I am prompted to say a word about your Squeegee Tread Casings with which I equipped my present machine. During all my experience I had never been able to find a real non-skid tire and I believe I have ridden nearly every make and type on the market. The ordinary anti-skid tread is but very little superior to a smooth tread. But the Diamond Safety Tread is positively the best I have ever ridden—it grips on wet asphalt, and it won't slip on wet cobble-stone pavement nor in mud nor snow. *The Diamond Safety is the one non-skid.* As for service—there seems to be *no wear-out to it*—like the proverbial pig's nose. I congratulate you on vour product.

Yours very truly,
A. J. LEWIS, 530 East 118th Street

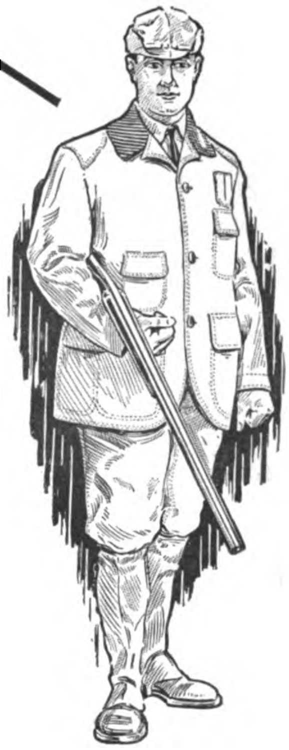
And Mr. Lewis' experience has been that of thousands of motorcyclists all over the country. They have found that to ride on DIAMONDS is to ride "tire-care-free"—that they get not only SAFETY but MORE MILEAGE. There is but one conclusion—DIAMOND SAFETY TREADS ARE THE TIRES FOR *YOUR* MOTORCYCLE.

Diamond Motorcycle Tires

Factories: Akron, Ohio **Branches and Dealers Everywhere**



We make the F. A. M. Official Uniform.



Motorcycle and Sporting Clothing

By studying the practical needs of the motorcyclists we have been able to manufacture suits that exactly fit the requirements of every rider.

The F. A. M. is one of our most popular sellers. Made strictly according to the official requirements. It is a well made, serviceable suit.

Our other styles are Norfolk and Double-breasted made in Government Khaki, Fustian, Moleskin, Corduroy and Priestly Roseberry and our famous "EVRDRI" waterproof material.

We make a full line of sporting clothing. Cut shows our Hunting Coat, made in a variety of long-wearing, strong materials, such as 7 oz. and 10 oz. Duck and Standard Duck; 8 oz. Canvas, waterproof Army Duck, Khaki and shower-proof cloth; fully pocketed.

We also carry a full stock of Leggins, Cartridge Bags, Cartridge Belts, Bowling Bags, Fish Rod Cases, Hunting, Fishing and Camping Caps and Hats, Hunting Vests, Hunting Pants, Riding Pants and Knickerbockers, Gun Covers, Pistol Holsters, Racket Covers, Canvas Caddy Bags and Leather Caddy Bags, Golf Bags, etc.

Send for Catalog

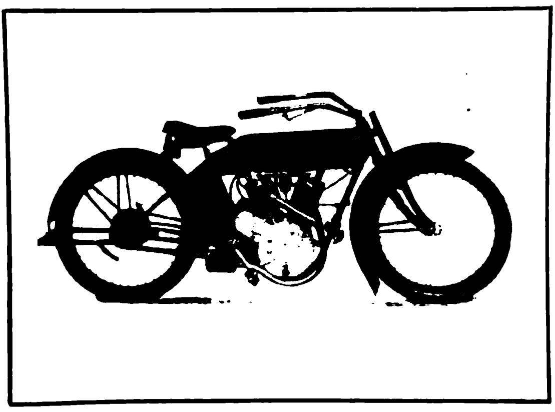
The Loewenberg "ELCO" coat is one of the most useful and serviceable garments made. Can be worn loose or tucked into leggins. Put on and off in a jiffy. Worn over a business suit if desired.

THE LOEWENBERG COMPANY,
58 Colden St., NEWARK, N. J.

PIRATE

Simplicity, Silence, Safety, Speed, Comfort and Durability

Riders—Go to the Pirate dealer in your town and ask for a demonstration. The little trouble you may take in the matter will be fully justified when you see for yourself how wonderfully sensible the Pirate really is. No frills, no "dewdads" to mar its perfect lines. And pay particular attention to the five Pirate features—they're worth studying.



Dealers—Get our proposition today—without fail.

MILWAUKEE MOTORCYCLE CO.
MILWAUKEE, WIS.

Five Pirate Features

1. Triple motor lubrication, assuring perfect oiling always.
2. Special Valve Lifting Mechanism, allowing valve full opening five degrees past center; full closing on dead center. Result—wonderfully quick acceleration.
3. "AYRIDE" Seat post giving ABSOLUTE comfort on the roughest roads.
4. Three points of motor suspension, holding motor rigid through the hardest service.
5. Interchangeable loop type frame permitting the placing of either the single or the twin motor in the same frame.

MOTORCYCLE MART
The Link Between Buyer and Seller

FOR SALE OR EXCHANGE

FOR SALE—1913, Excelsior, 7 h. p. twin, $125 to quick buyer; 1215 Haddon avenue, Camden, N. J.

FOR SALE.—1912 Indian 7 h. p. twin, like new, $135; 1913 Excelsior 7 h. p. twin, good shape, $135; 1912 M & M 4 h. p. single, looks like new, $65; 1912 Indian 4 h. p. single, looks like new, $100, and many others. Ward Brothers, 212 Broadway, Camden, N. J.

WILL SELL my Excelsior single 11, belt motorcycle for $70; good condition. P. Wallace, 1129 Olive, St. Louis, Mo.

FOR SALE.—1913 Indian single cylinder; good condition; $110 C. O. D. Deposit $15. C. E. MacDonald, Shenandoah Junction, W. Va.

TWO-SPEED 1913 INDIAN FOR SALE.—Perfect condition throughout. Speedometer and exhaust horn. Must sell at once for $225 complete. R. C. Smith, Burt, Iowa.

FOR SALE.—Indian Twin, 7 H. P.; perfect condition; powerful; speedy. $120. Backus, 148 West 143d street, New York City.

BARGAIN.—1912 8 H. P. chain Harley-Davidson motorcycle. Exceptionally good motor and tires; have not been renewed and are still in good condition. I will sell for $130. John Nelson, P. O. Box 64, Bay Head, N. J.

BRAND NEW EXCELSIOR.—1914 twin 7-10 H. P. Positively never uncrated. Cost $225. My health has failed, and I will sell for $195. Terms C. O. D. Write. J. R. W., Box 151, Dearing, Ga.

REBUILT MOTORCYCLES.—If you want a real bargain in used motorcycles of any make, write at once for our weekly lists. All machines sold from photographs. Prices from $50 to $175. Detroit Motorcycle Sales Company, 9 Selden avenue, Detroit, Mich.

FOR SALE.—1912 Yale twin 7 h. p. with tandem seat, cost $292 new. First $135 takes it. Reason for selling, have auto. D. E. Brugger, South Bend, Ind.

1913 TWIN CYLINDER 7 H. P. Indian Motorcycles, $140.00. Motors overhauled. Tires good for 3,000 miles. Walter Goerke, 321 Washington street, Newark, N. J.

FOUR CYLINDER eight horse motor, light and never used. Bargain! Quick! Correspond with Adams, 4426 Larchwood avenue, Philadelphia, Pa.

FOR SALE.—1911 Reading Standard. Just overhauled. New rear tire. Condition splendid in every respect. A real bargain for someone. Owner buying twin. First check for $93 takes it. Edwin A. Hall, Box 152, Dansville, N. Y.

REAL BARGAIN.—Late 1913 Excelsior single. Used only 2 months, on Sundays; run 250 miles. Positively guaranteed just like new. Well worth $175. Must sell on account of my health. Great bargain at $110 C. O. D. Write P. B., Box 151, Dearing, Ga.

Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

MISCELLANEOUS

WANTED.—A side car in first class order. State make of car, etc. H. Woolard, P. O. Box 392, Clarksburg, W. Va.

$50.00 (FIFTY) REWARD.

STOLEN 4/18/14.—1914 two-speed Harley-Davidson motorcycle and sidecar, engine No. 1550EH. Equipped with lamp, Presto tank, F. N. tandem, and hand "Klaxon" horn. Right side gas tank dented and scratched. Olive Cycle & Motor Co., 1035 North Grand avenue, St. Louis, Mo.

FOR SALE.—A complete motorcycle and bicycle store with leading make of machine located in large town in Michigan. Stock on hand inventories $7,000. Great opportunity for a live wire who wants to get in the motorcycle business. Address X. Y. Z., MOTORCYCLE ILLUSTRATED.

WISE BUYER.—Just arrived, a brand new lot of motorcycle second cases, 28 x 2¾ and 28 x 3 sizes. Single clinch for CC rims. Write for special prices. J. W. Grady & Co., 68 High street, Worcester, Mass.

HOLLAND

A first class bicycle and motorhandler seeks sole agency of American motorcycles for Holland and Colonies. Tariffs and offers to P. J. van Osselen, Oude Delft 226, Delft, Holland.

WANTED.—Sidecar suitable for Indian; must be in good condition. Give price and condition first letter. W. H. Patton, Box 164, Hancock, Mich.

WANTED.—Position, West or Middle West, motorcycle repairman and electrician. At present employed. P. D. F., MOTORCYCLE ILLUSTRATED.

WANTED.—Salesmen for side line or full time. This is an unusual opportunity for but one man in each locality. Free particulars. Send for sample outfit. Easily clear $7.50 per day selling to dealers and consumers. Write today. Morgan Mfg. Co., Dept. R., Newport, R. I.

GET our plan for monogramming automobiles and motorcycles by special transfer method. Motorists' Accessories Co., Ashland, O.

DEALER'S CARDS, Etc.

AN ADVANCE SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

GUS ROTHOLZ, agent for Indian and Excelsior, 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2387.

SEND FOR THE LATEST CATALOGUE of up-to-the-minute motorcycle accessories. It is a guide to the best in motorcycle supplies, and will save you money. Your copy is waiting for you. Andrews Specialty Co., Rochester, N. Y.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES and Yale parts. Mail orders filled same day received. Gotham Motor Company. Yale distributors, 94 St. Nicholas avenue, New York. Special!!! Luggage carriers to fit only 1913 and 1914 Yale motorcycles, $2.50 cash with order.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge). Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

WE ARE AGENTS for Pope motorcycles and Simplex sidecars. Riverside Motorcycle Garage, 533 W. 110th street, near Broadway, New York.

T. J. SIXSMITH, expert repairing; New York agent for Excelsior motorcycles. 208 W. 100th street, New York. Telephone, 8861 Riverside.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 312 Amsterdam avenue, New York City, Eastern distributor.

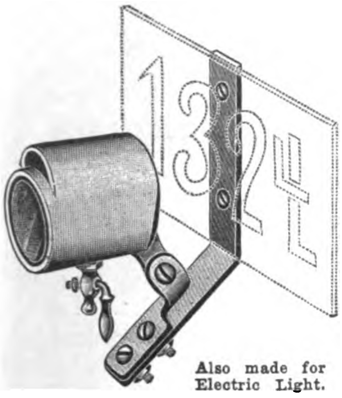
THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO. —Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City. Tel. 7903 Schuyler.

Mosler
Spit Fire
Plugs
ARE THE BEST
A. R. MOSLER & CO
P. O. BOX M
MT VERNON N Y

Ferd Owners
Use
MOSLER
Superior
PLUGS

MIDGET MOTORCYCLE TAIL LAMP



Also made for Electric Light.

Dealers: We now sell direct to you. If interested send us your name for prices.

Petersen Bros.

1507 N. Keystone Ave.,
CHICAGO, ILL.

Flexible Metal Hose or Tubing

For carbureter piping, motor exhaust pipe, gasoline hose, wire covering radiator connections, steam, etc. State for what purpose intended, pressure, inside diameter, length, etc.

FLEXIBLE SHAFT CASING, for protecting speedometer shafting and Flexible Electric Arms, placing electric light where needed. Mention inside size, length, and other details.

4 IN 1 TANK VALVE, an emergency tank, strainer, drain cock, sediment cup, and shut off in 1.

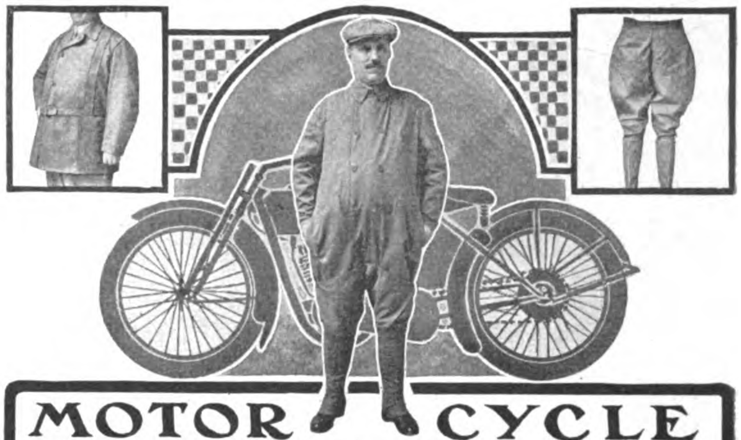
POSITIVE AND AUTOMATIC CARBURETERS for **ALL** classes of engines. Give the motor size, speed, connection plan, etc.

FUEL STRAINERS AND CHECK VALVES, from $1.00 up. State size wanted.

TIRE INFLATING HOSE, basket woven, steel-armored outside, rubber tubing inside. Guaranteed against 200 lbs.

MOTOR GAS LAMP CONNECTORS, with rubber tips; any style, finish and size.

Breeze Carbureter Co. - - Newark, N. J.



MOTOR CYCLE CLOTHES

2 IN 1 CYCLE COAT

made by the famous "Duxbak" and "Kamp-it" Hunting Clothes Makers. No extra trousers needed—coat wraps around legs just like trousers.

This 2 in 1 Style Motorcycle Coat is cut very long. Opens up the back so the skirt may be wrapped and buttoned around each leg. Then you put on separate leggins and there you are—thoroughly protected.

Military collar with high band—buttons close around the neck. Adjustable cuffs. 2 large pockets. Inside slash so you can reach under-garments easily. Coat very large and roomy with long sleeves. You can wear it over ordinary clothing. Slips on and off easily. At end of run leaves you well dressed, clean and comfortable.

MOTORCYCLISTS—Send for This Free Book

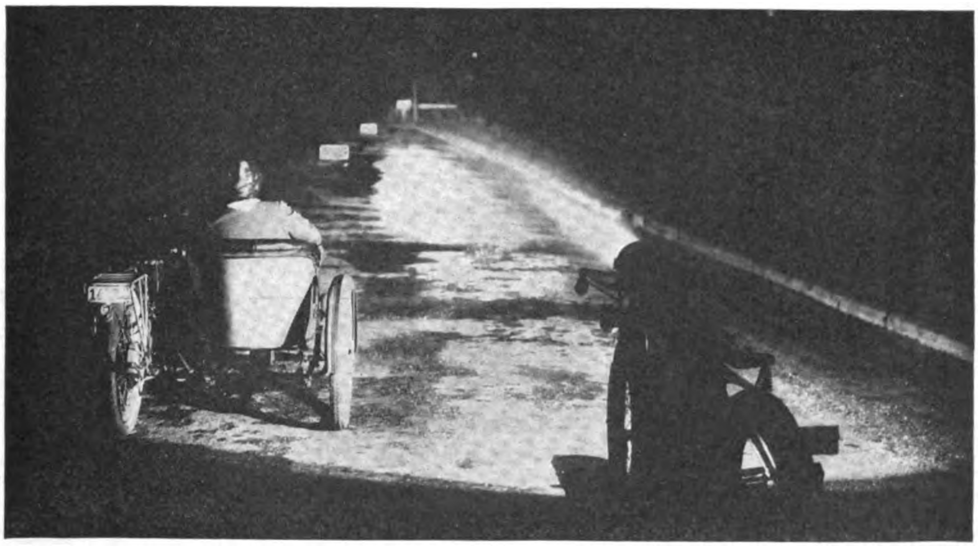
If you intend to do any riding this summer. Suitable and comfortable clothing is essential if you would fully enjoy your Motorcycle Trips. Fully illustrated pieces of actual materials of our Cycle Clothing. Some proofed with "Cravenette"—the best of all water repellent proofs—same as used on our "Duxbak" Sportsman's Clothing. Valuable pointers in this book—write now. Your copy ready for instant mailing, when you write. FREE.

BIRD JONES & KENYON 14 Hickory Street, Utica, New York

Dealers! Complete trade price list and samples sent responsible dealers. Profitable line to handle. Gives universal satisfaction.

THE MIDNIGHT SUN GENOLITE FOR MOTORCYCLE RIDERS

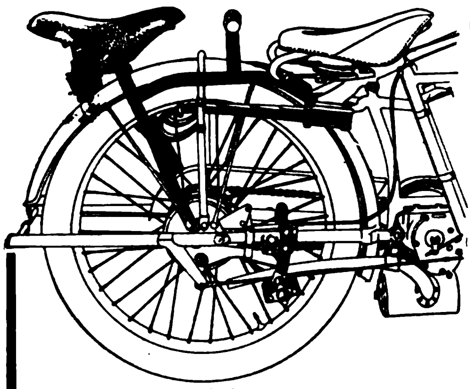
SAFETY FIRST. RIDERS—¾ of your riding is done after dark. You need good light. Use a GENOLITE Electric Lighting System and see 500 feet ahead. All danger of running into unseen obstructions at night eliminated. You can see others and they can see you. RIDER — If your dealer has not the GENOLITE in stock, write us at once, giving name of your dealer.

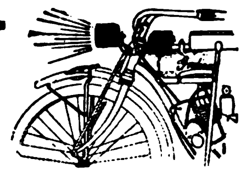


The above is an exact reproduction demonstrating wonderful power of light from a GENOLITE System. The original photo on request.

DEALERS—There is a big demand for Electric Lighting Outfits. Carry the GENOLITE in stock. It means quick sales. Our equipment is guaranteed. All orders are shipped same day received. Equip your demonstrator with the GENOLITE. After once installed it not only sells itself, but attracts considerable attention at night, thus helping the sales of your machines. Write us at once.

HUGHES-WESSLING CO., Genolite Building, Ravenswood Station, CHICAGO





PRICE $7.00

THE BU-CO TANDEM IS PRACTICAL!

There is nothing experimental about the Bu-Co Tandem. It is the only practical tandem attachment built for 1914 Indians. Low saddle position, neatness of construction, rubber hand grip and rubber pedals, and remarkable durability—these are some of the features of the Bu-Co Tandem.

THE BU-CO ELECTRIC LIGHT.

Here is a neat, compact and altogether sensible light for the rider who wants a normal, up-to-date electric light and NOT an expensive searchlight outfit that eats up all his spare change. The price of the BU-CO Electric Light is $7.

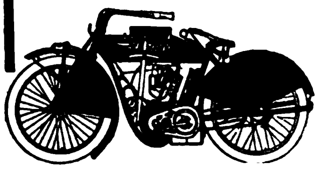
THE BUREM PLATE No. 10,

or crank-case protector, protects the motor base, exhaust pipes and pet cocks from injury on rough or rocky roads. For all loop frame motorcycles. Furnished any color to match machines.

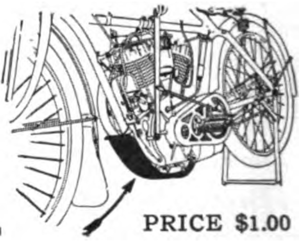
DEALERS, WRITE FOR CATALOG OF OUR SPECIALTIES.

The Herman Bumiller Co.

(Successors to The Bumiller Remelin Co.)
No. 432 Main Street Cincinnati, Ohio
Distributors for the Silent INDIAN



Dust and Mud Shields



PRICE $1.00

The AERMORE Exhaust Horn

The Horn You Will Eventually Buy

Up-to-date in every respect, with a bolt-on malleable iron valve that does not obstruct the exhaust passages, and an aluminum foot control that is an ornament to any machine.

Ask your dealer or jobber.

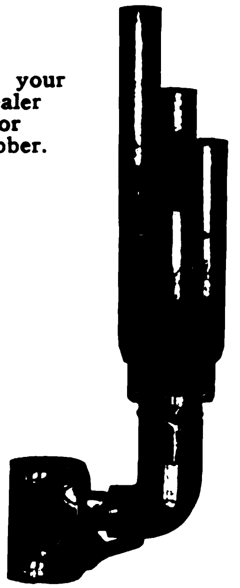
Catalog free upon request.

$5.50

$5.50

THE FULTON COMPANY

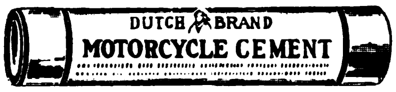
722-724 National Ave.
Milwaukee, Wis.



DUTCH BRAND

Worth While Cycle Specialties

Just a few of the big sellers in our 1914 line. Live dealers sell our live trade producers. Always satisfying. Prices that get the business.



Our 1 x 5 non-collapsible tube motorcycle cement is just right for the tool kit.

Our Valve Grinding Compound saves labor and costs less.

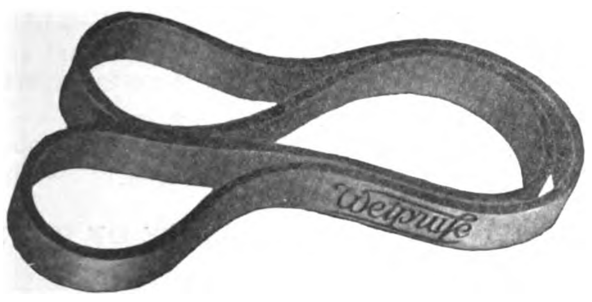
Dutch Brand Rubber Cements Stick and Stay Stuck

The Midget Tail Light has the call. It's the winner.

Dealers, send for our interesting new catalogue. Jobbers will find our proposition well worth while their consideration.

VAN CLEEF BROS.

Mfgrs. Cycle Specialties CHICAGO, ILL.



Ride the "Wetprufe Way"

This is the way of satisfaction, of safety and of economy. Wetprufe Belts eliminate jar, they will not slip or pull apart when put to the test. Wetprufe Belts are economical because they outwear other belts and allow the motor to develop its greatest power.

Wetprufe
Motorcycle Belt

All day and every day, the Wetprufe Belt is doing its full duty. Buy this belt and laugh at troubles. Through rain and snow, heat, cold, grit, mud and oil, this belt will carry you to the end of your journey. There is a sense of security enjoyed only by those who ride the "Wetprufe Way."

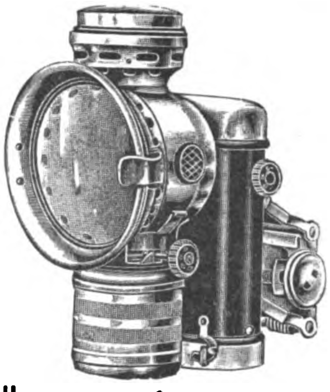
The Wetprufe Belt is sold by most all good dealers everywhere. Furnished in all lengths and widths. Our guarantee tag covers every feature fully, and comes with every belt.

Ride the "Wetprufe Way"!

HIDE, LEATHER & BELTING COMPANY
227-229 S. Meridian St.
INDIANAPOLIS, INDIANA

Live Sellers

The "Franco" line of Electric Motorcycle and Bicycle lamps is a "live wire" selling line for dealers. Their compactness, appearance and good lighting efficiency cannot fail to strongly and favorably appeal to lamp users.



$4.00

Combination Electric and Oil Lamp for Motorcycles and Bicycles.

FRANCO

This is a lamp using either electricity or oil—many times an invaluable quality—for when you need a light you want it badly. Burns twice as long as ordinary lamps—always ready—never fails.

Price $4.00

Dealers: Get in line.
Write for discounts.

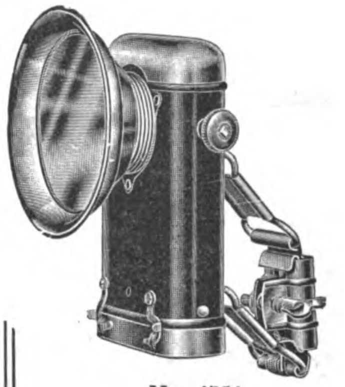
No. 4818

No 4818
Bicycle Lamp, complete with Tungsten Bulb, Battery and Leather Battery Bag.

Price $3.75

No. 4754
Bicycle Flashlight. Complete with Tungsten Bulb and Radio Battery.

Send for full particulars.

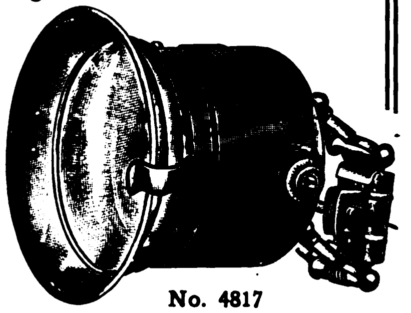


No. 4754

No. 4817
Motorcycle Lamp, Black Enameled. Designed to give Powerful Light. Complete, with Tungsten Bulb. Battery and Leather Battery Bag.

DEALERS:
Write for full particulars of complete line.

Interstate Electric Novelty Co.
27 Park Place New York



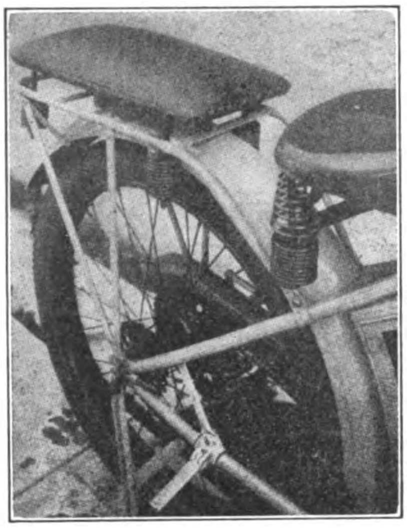
No. 4817

LOWER PRICES!

The demand for Jenco Specialties has been so great that on orders received after May 15 we will sell the Jenco Carrier for $5, and Jenco foot-rests, to fit any machine, for $1.40 a pair.

The rider who specifies Jenco Specialties shows discrimination and good judgment. The JENCO Carrier is built for comfort, for strength, for really reliable service.

THE JENCO CARRIER IS NOT A BIG, HOMELY PILE OF IRON to carry around, but small, neat and absolutely durable.



JENCO SPRING CARRIER.

Made to fit rigid carrier on all machines. State name of machine when ordering. Price $5.00.

Suspension springs give much easier riding than compression springs. The springs on our carriers are adjustable to weight of person. Note the fine folding foot rests. The Jenco spring carrier is made to fit all machines, enamelled to match.

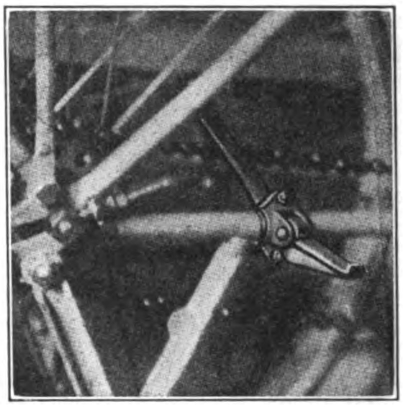
Say to your dealer,

"JENCO For M-I-N-E!"

Dealers who do not stock JENCO specialties fail to consider the demands of their customers. Whenever a rider hears about or sees an illustration of the JENCO he is anxious to be the owner of this desirable tandem seat. AND YOU LOSE BUSINESS if you do not cater to his desire. Then order a sample line of JENCO'S.

Write for our interesting proposition.

DES MOINES MANUFACTURING CO.,
DES MOINES, IA.

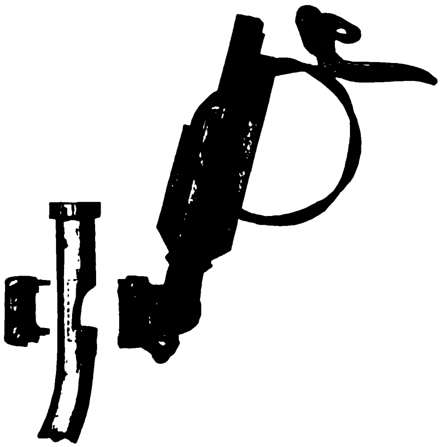


JENCO CARRIER FOLDING FOOT RESTS.

Made to fit any machine. Always give name of machine when ordering. Price $1.40 per pair.

PURDY WHISTLES

"THE FAULTLESS WARNINGS"



Fourtone

POINTS OF SUPERIORITY

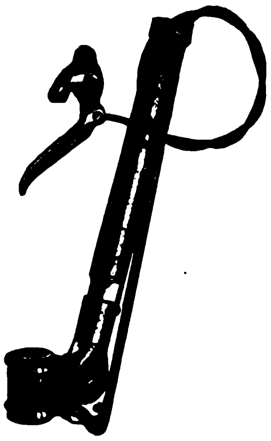
—A deep mellow chord at any speed—loud or soft at the option of the rider. Can be heard a mile in advance when desired.

—Guaranteed not to clog or choke. No elbows or gas pipe connections.

—Not necessary to cut the exhaust pipe in two—merely cut a small notch which leaves the exhaust pipe as solid as if intact.

—Equipped with the "Purdy" split valve—having no obstructions in the pipe.

—Easily attached—complete directions and cut-out pattern accompany each whistle.



Model B Single Tone

NEW 1914 PRICES

Model B, with New Foot Board Pedal or Handle Bar Control	$5.00
Fourtone with Wire Control	5.50
Fourtone with New Foot Board Pedal or Handle Bar Control	6.00

ASK YOUR DEALER.

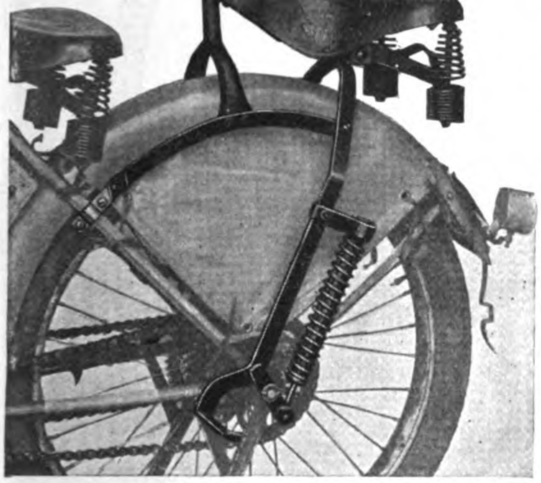
Immediate Deliveries. Dealers and Jobbers, ask for our proposition today

PURDY BROS. CO., 43 E. 55th Boulevard, CHICAGO

JUST A FEW LEADERS

NOT INC.
AERA
MANUFACTURING CO.
CHICAGO
ILL.

OF A WINNING LINE



Model 1 Quick Detachable Tandem Attachment
Price, complete, $18.00

MODEL 1. TANDEM ATTACHMENT with motorcycle saddle, handle bar and skirt guard, complete with all attachments.

Price $18.00

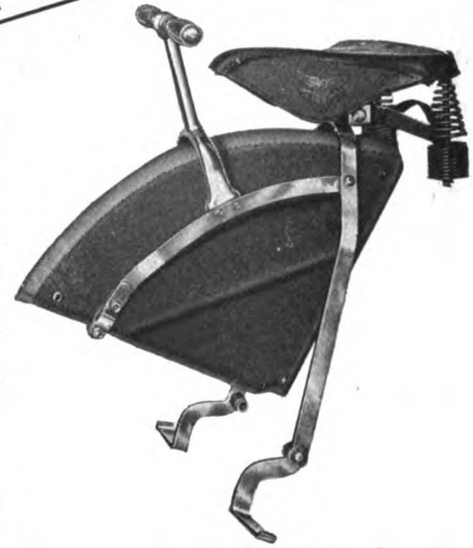
MODEL 5 TANDEM ATTACHMENT

A low priced rigid tandem attachment with the AERA instantaneous lock.

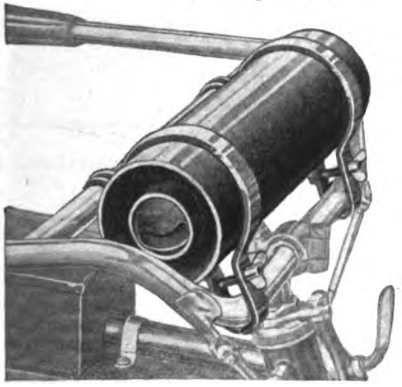
Furnished with or without handle bar and skirt guard.

Price, with handle bar and skirt guard. No saddle. $6.75

Price, without handle bar, skirt guard or saddle.. 5.00



Model 5 Quick Detachable Tandem Attachment. Price, complete, $6.75

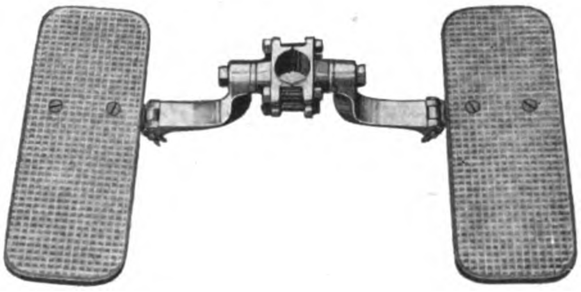


AERA INDIAN TANK CARRIER

An instantly detachable tank carrier for use on 1914 Indian reinforced handle bars.

Finish heavy nickel plate.

No. 20.	Highly buffed and polished, per pair	$1.50
No. 21.	Same, nickeled but not buffed, per pair	1.35



FOLDING FOOT REST

Adjustable to any position or angle to fit the machine or rider.

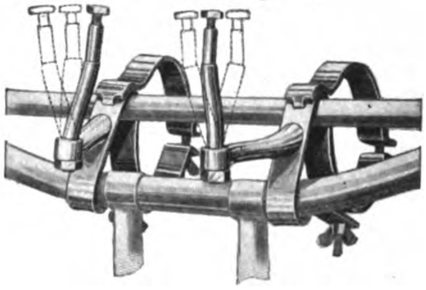
The frame clip fits the forward tube of either loop or open bottom frames and the cranked extensions may be set to give any desired angle to the large folding platforms.

The material, workmanship and finish are the best, making these foot rests practically unbreakable under any ordinary conditions.

Foot plates aluminum, balance steel nickel plated.

No. 27. Price, complete $5.00

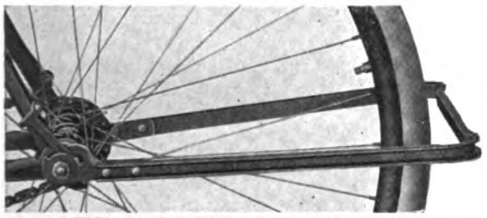
NOTE—In ordering specify size of tube to which clamp is to be attached.



AERA ADJUSTABLE TANK CARRIER

For Excelsior and De Luxe handle bars.

No. 16.	Complete as illustrated, heavily nickeled and buffed	$2.50
No. 17.	Same, nickeled but not buffed, per pair	2.25
No. 18.	Without lamp bracket, nickeled and buffed, per pair	1.75
No. 19.	Same, nickeled but not buffed, per pair	1.50



AERA BICYCLE STAND

Model 132. An automatic lock that never lets go till you want it to. No Looseness, No Rattle, No Wear.

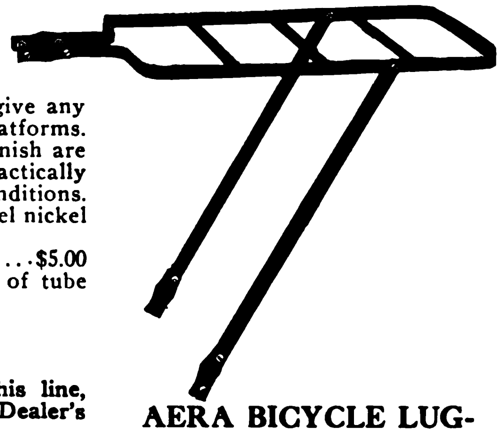
To lock the stand, just raise it to a horizontal position with touch of the toe, and IT STAYS.

Steel and Enameled Black.

No. 132. Price, each $1.25

Live Dealers, Note:

If your jobber does not handle this line, write us direct for catalog and Dealer's Discounts.



AERA BICYCLE LUGGAGE CARRIER

Model 131. A light but strong carrier of bar steel throughout. Furnished to fasten to the rear axle or clamp to the rear stays.

Size of platform 17x7 inches, weight, 2½ pounds, finish black enamel.

Model 131. Price, each $1.00

Packed six in a box.

AERA MANUFACTURING COMPANY

Office—410 Siegel St. Factory—1338 Sedgwick St. CHICAGO

SPARTAN

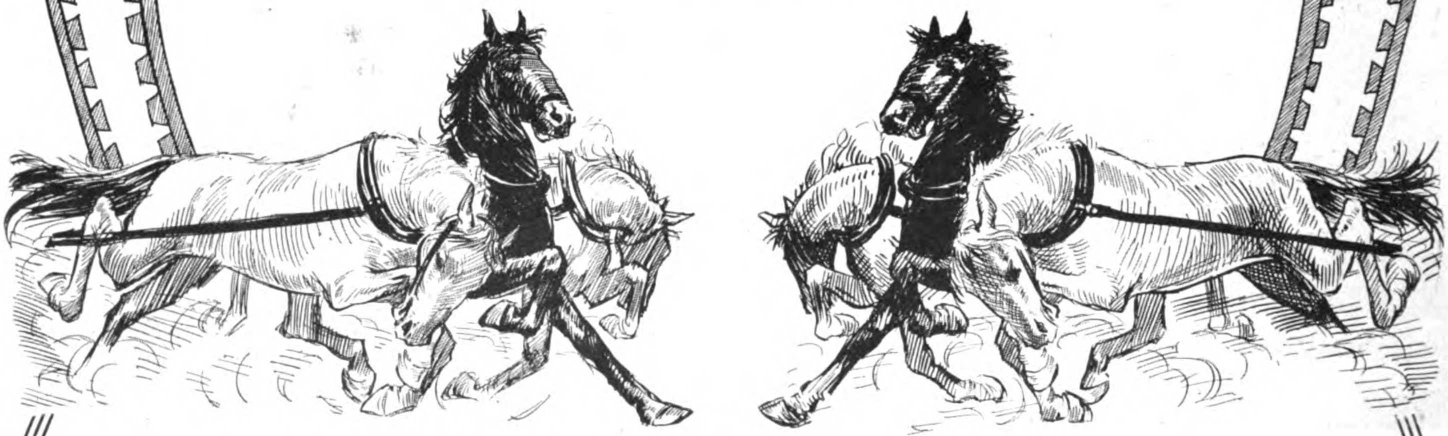
SPARTAN

SPARTAN

Strong, Silent, Enduring Service

SPARTAN

The Belt of Faithful Service



FLEXIBLE, silent, unfailingly reliable in their unyielding strength, SPARTAN BELTS offer really reliable and efficient transmission service.

STRONG, with the strength of triply thick leather plus a perfect tanning process that takes out all the stretch and leaves a flexible yet solid, steel-like band that has grim power stamped upon it.

SILENT, with the silence of machine-like smoothness of operation—of perfect reciprocating action at all points—an **efficient silence.**

ENDURING, with the endurance tanned into their very fibres by a secret process that renders them immune from every known weather condition. Biting frost, blistering heat, or flooding water can not shorten the life of SPARTAN BELTS by a single minute.

The almost unbelievable testimony received day by day brings out the startling fact that SPARTAN BELTS **as a rule** outlive any other form of transmission by at least five thousand miles. Fourteen thousand miles with a SPARTAN belt, in mountainous country with an extra passenger! Twenty-two thousand miles with SPARTAN belts! These are exceptional cases, it is true, but when the grand average of SPARTAN belts for more than six years on 98 per cent of the belt-driven motorcycles in the United States is computed, the fact remains that SPARTAN mileage is greater than with any other form of drive.

The SPARTAN story is a story of achievements,—and the whole story has not yet been told.

Write us for the rest

Graton & Knight Manufacturing Co.

Worcester, Mass.

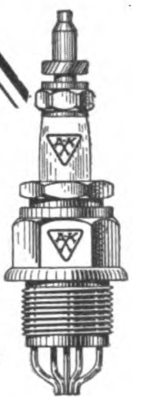
MECHANICAL HORN

Here is positively the most wonderful horn value ever offered the motorcycle rider. The A-K-ORN is mechanically perfect. The slightest pressure of the thumb starts it going. It throws a loud, clear, unmistakable warning hundreds of yards ahead. It can be operated without removing the hand from grip. Highly finished in nickel. Can be attached in less than one minute. **It is a real motor car signal.** It is absolutely guaranteed. Price is $5 all over the country. You **need** this distinctive horn on your machine.

Spark Plug Insurance

Insure Your Ignition

Why experiment with spark plugs when you can get absolutely guaranteed ignition service at no additional cost. The A-K Spark Plug, with its four firing points, throws a sizzling spark that puts misfiring into the discard. It is GUARANTEED not to soot or carbonize. You can throttle down to four miles an hour and still get the same effective spark from the A-K. Why not try a couple? They will open your eyes on real spark plug efficiency. Price $1.00 GUARANTEED. Licensed under Canfield Patent.



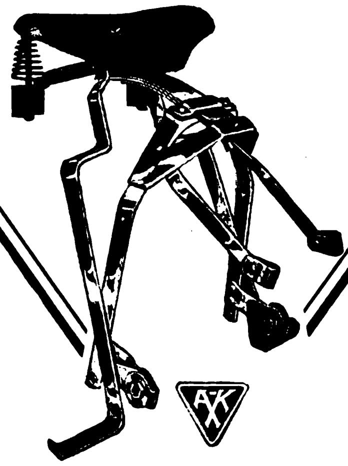
And the A-K Simplex Spring Tandem

With its three flat springs, its adjustable shock absorbers for different weight riders, its sterling construction, the A-K offers the rider the most comfort, the strongest and best looking tandem seat on the market **today.** Price $15 with saddle.

We ship orders the same day they are received.

Dealers—Propositions cheerfully mailed. Send for it today

ANGSTEN-KOCH COMPANY
INCORPORATED
216-A Englewood Ave.
CHICAGO



ANGSTEN-KOCH COMPANY
216-A Englewood Ave.
CHICAGO

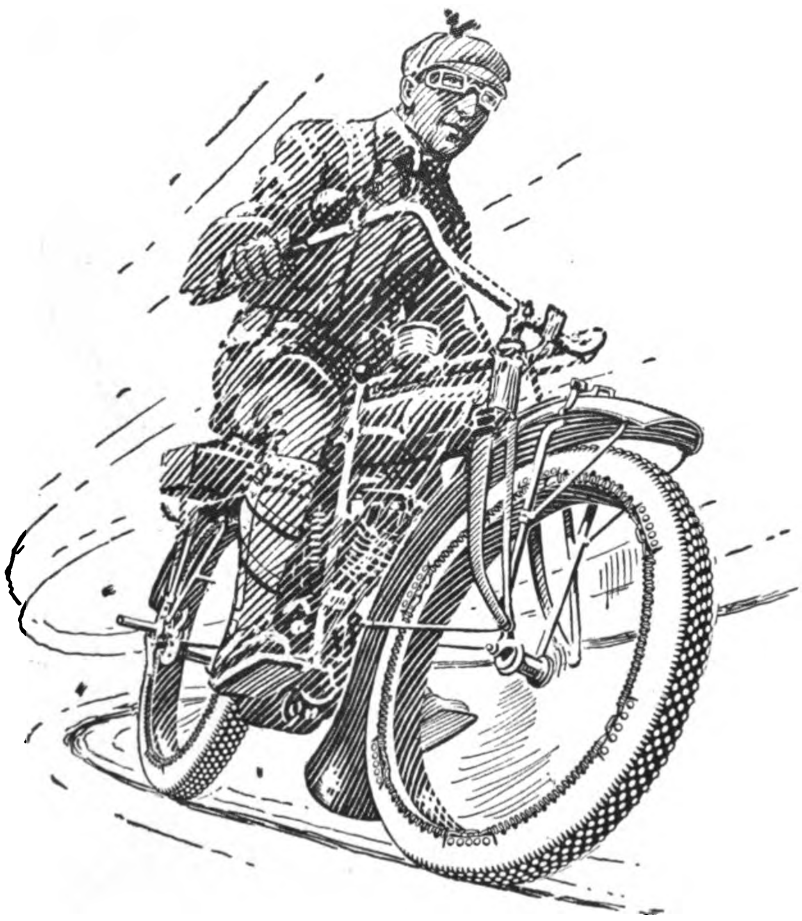
No More Punctures!—

A New Invention Turns the Greatest Han

Every motorcyclist knows the danger of slipping on wet roads. Thousands of riders stay at home after a rain, sooner than risk injuring themselves or others. Thousands of would-be riders decide not to buy, or give up the game after one season, because the risk of falls is too great.

Punctures are a nuisance, even when not dangerous. No one likes to work over a tire instead of riding, or to be the last man home because both tire and pump gave out.

Good-bye at Last to Skidding and Tire Troubles!



At last a remedy is at hand for the two greatest handicaps of motorcycling. Without increasing the total "tire mileage" cost, the rider can equip his machine to hold the road as well in wet weather as dry, and to defy the puncture bugbear absolutely.

Ordinary tires are used—the ones already on the machine; but punctures and skidding are prevented by covering them with thin, flexible strips of waterproofed chrome leather, studded with steel rivets and held snug by strong coil springs going around each edge.

These Steel-Studded Leather Bands are patented; their vital feature is the use of the springs to draw them smooth and prevent chafing due to looseness or stretching. In principle, they are similar to spring-attached covers that have been used for five years with great success on automobile tires. They are called

Woodworth Treads

Motorcycle Type

and they are made by the Leather Tire Goods Co., the pioneer makers of detachable tire protectors.

No More Skidding Spills!

ps of Motorcycling Into Added Pleasure

Woodworth Treads Motorcycle Type

are so thin and flexible that the tire runs as easily with them as without them. They are waterproofed by a secret process that makes them permanently soft. They are intended to stay on all the time, so that the rider is always ready for nails, sharp stones, and slippery places.

Woodworth Treads are guaranteed not to hurt the tires; their patented spring tension absolutely prevents that. By eliminating punctures, cuts and road wear they prolong tire life more than enough to pay their entire cost. **They cost actually nothing in the end.**

Woodworth Treads fit any tires of their rated size. They can be used on any machine having half inch clearance on each side between tires and forks.

Woodworth Treads are made in "endless" and "lap" styles for both motorcycles and cyclecars. They are attached without removing the tires. The "lap" style is attached without taking the wheels from frame. Both styles are fully described in our booklet.

SPECIAL OFFER TO MOTORCYCLE RIDERS

To each owner of a motorcycle ordering a Woodworth Tread or pair of Treads before June 15 we will give free a Schrader Tire Pressure Gauge, retailing at $1. These gauges are among the best of their kind, and are invaluable for showing without guesswork the exact pressure in your tires, thereby saving rim-cuts and blowouts.

This limited offer is made solely to introduce Woodworth Treads, Motorcycle Type; for we know that every rider who uses them will be enthusiastic in their praise.

Don't risk skidding and punctures any longer! Send postal today for booklet, giving full description.

DEALERS! We are going to advertise Woodworth Treads and make them known to riders everywhere. Write for discounts and free display cards, with red and black design, similar to cut on opposite page, enabling you to interest and sell the riders in your town.

PRICES, EACH:

26 x 2¼ or 2½", $5.75;
26 x 2½ or 2¾", $6.00;
28 x 2½ or 2¾", $7.00;
28 x 2¾ or 3", $7.50;
29 x 2¾ or 3", $7.75;
30 x 2¾ or 3", $8.00.

Send cash with order; we give you the privilege of returning the Treads for full refund if after examining them you are not satisfied of their value.

Leather Tire Goods Company
2309 Whirlpool St. - Niagara Falls, N. Y.

Chicago Tire Goods Company,
1210 Webster Ave.

San Francisco, MacDonald Sales Co.,
1233-1235 Van Ness Ave.

EMPIRE TIRES

On ZIP Cyclecar--Chicago to New York

Davenport, Iowa, March 14, 1914.

Empire Rubber & Tire Co.,
Chicago, Ill.

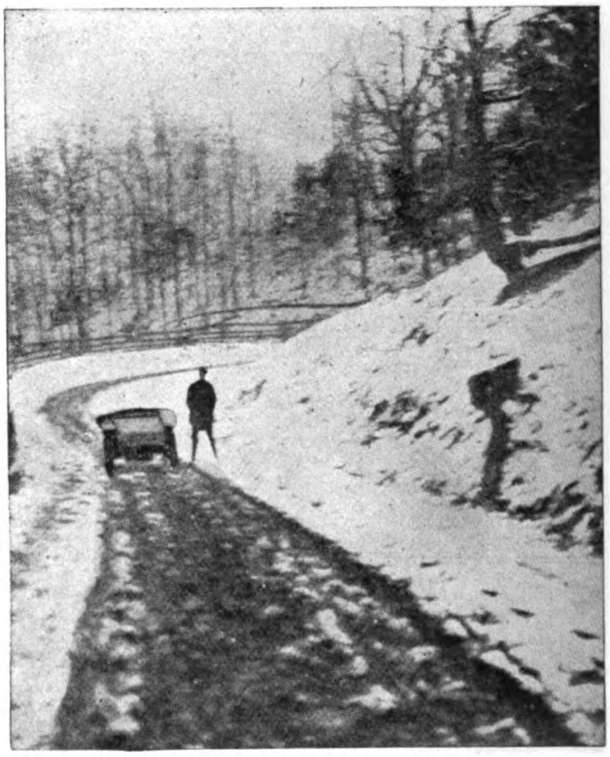
Gentlemen:-

You will doubtless be interested in knowing that the ZIP Cyclecar, which made the trip overland from Chicago to New York, starting Christmas morning, was equipped with EMPIRE TIRES.

Some of the enclosed photographs will show the roads over which the ZIP Cyclecar was obliged to travel and in spite of the hardships of frozen ice, sleet and deep snows, together with the general roughness of the road bed, the little car went right along and the Empire Tires demonstrated their wearing qualities.

When the ZIP arrived at New York it was shown at the New York Show, also at Chicago, and we take pleasure in testifying to the satisfaction Empire Tires are giving us.

Very truly yours,
ZIP CYCLECAR COMPANY
RFW-JDE. By R. F. WOODS,
Sales Department.

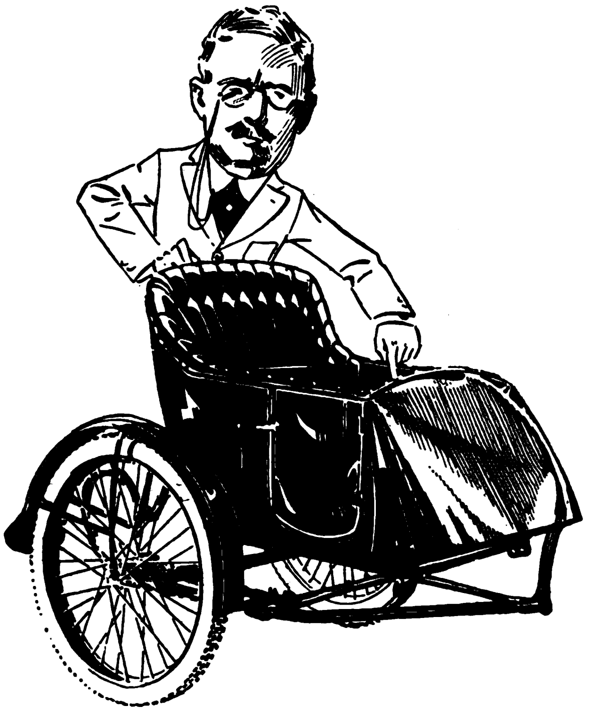


Write Us About Them

Empire Rubber & Tire Co.

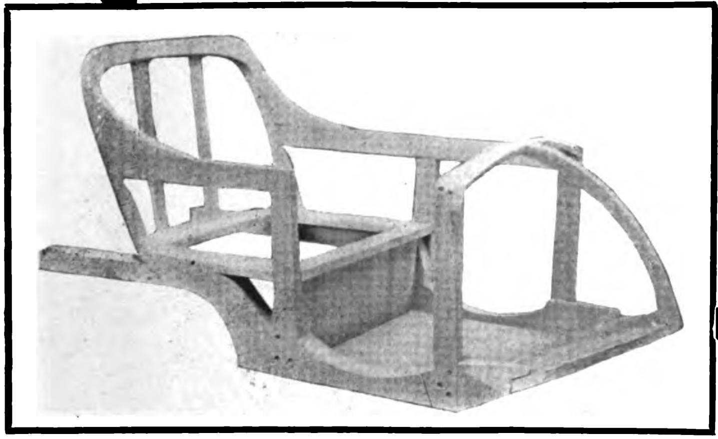
Factories: Trenton, N. J.

LAMY DAVIS



The L-D Sidecar
Has Jumped Into Favor Overnight

Like a comet, the L-D Sidecar has burst upon the motorcycle horizon, as a flaming example of absolute perfection in sidecar construction. With its absolutely unique design, its solid construction, its remarkable lightness, the L-D offers the rider a really dignified and handsome "sociable."



RIDERS—Cut out this coupon and mail it to us at once. It is worth $10.00 towards the purchase of a Lamy-Davis Sidecar.

Write for our catalog describing in detail the many fine points of the L-D.

LAMY & DAVIS

306-308 West 69th St.
Chicago, Ill.

LAMY & DAVIS, 306-8 W. 69th St., Chicago.

Send me further particulars regarding your special offer to readers of MOTORCYCLE ILLUSTRATED.

NAME ....

ADDRESS ....

TOWN ....

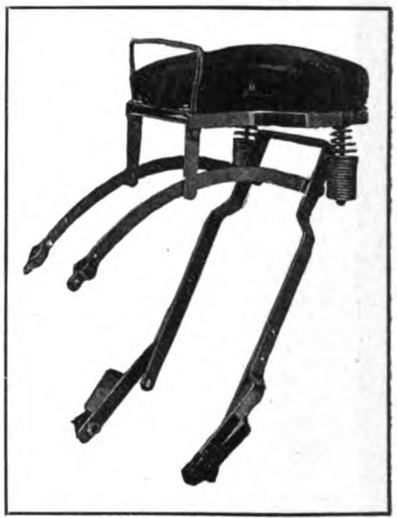
Up to the F-N Minute

PATENTED

Get the F-N Habit and be Happy!

Be a good scout. Share the joys of motorcycling with your friends. The F-N Combination tandem seat and luggage carrier on your motorcycle will please your friends and give you a feeling of security and comfort that cannot be had in any other type of tandem seat or attachment. The F-N can be had with Prest-O-Lite holder, back rest, tool bag holder or back rail at a small extra cost.

Price of Tandem, $10.00
Rocky Mountain and Pacific Coast States Price, $10.50



PATENTED

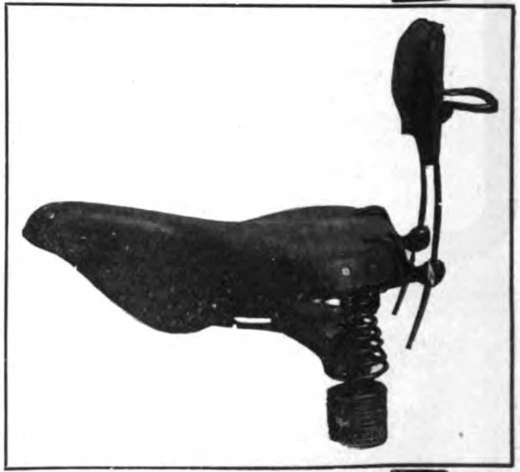
Why Punish

your kidneys when for a small price you can get the F-N Back Rest fitted to your saddle? These are now made to fit all makes of saddles except the Mesinger Cavalry.
Price, $2.50.

PATENT APPLIED FOR

Dealers

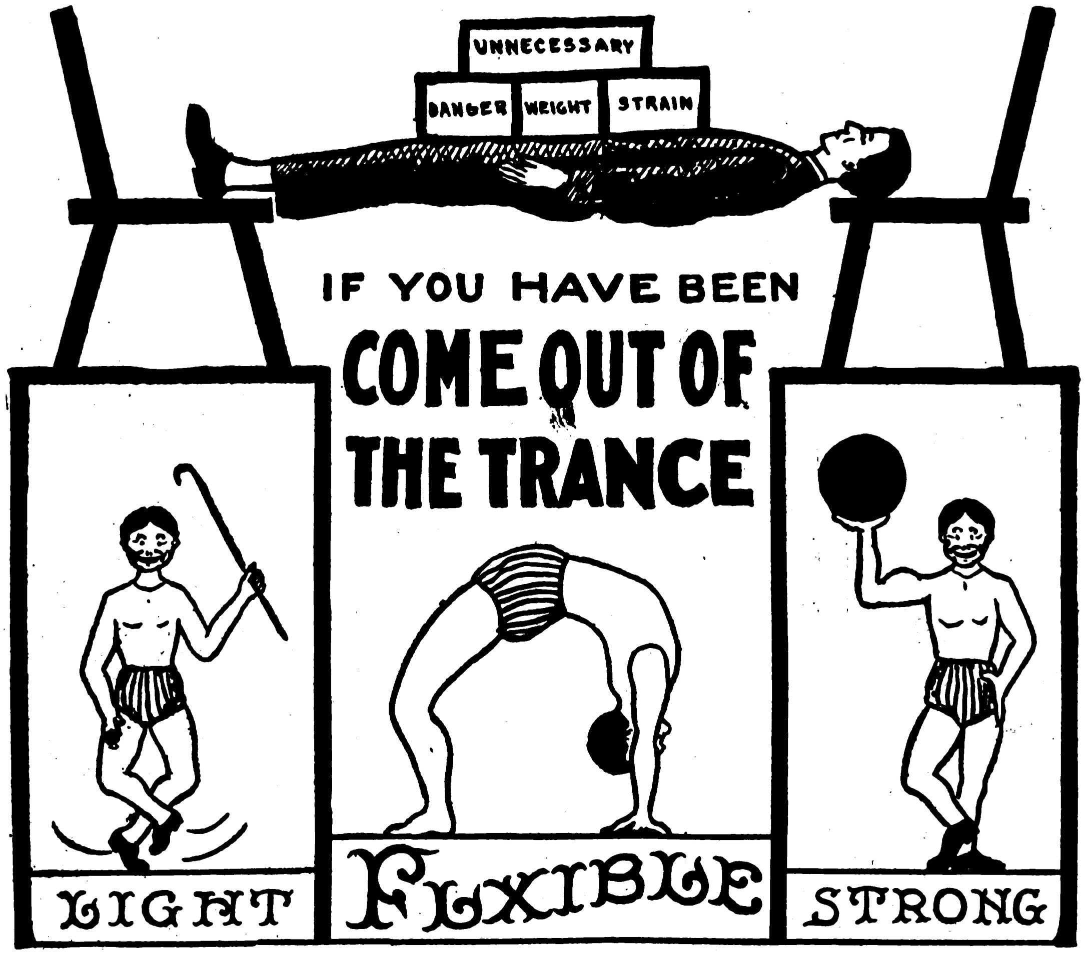
Anticipate the fast growing demand for these goods. Order from your nearest jobber or direct. Write on your letter head for catalogue and dealer's prices.



PATENT APPLIED FOR

Fentress-Newton Mfg. Co.
253-5 Lafayette Boulevard, Detroit, Mich.

DON'T BE HYPNOTIZED


UNNECESSARY
DANGER
WEIGHT
STRAIN
IF YOU HAVE BEEN
COME OUT OF THE TRANCE
LIGHT
FLXIBLE
STRONG

"We received your car O. K. and it has created quite a sensation here."
—C. F. Shorey
M. C. Garage
Ft. Wayne, Ind.

It's the same story wherever demonstrated. Be the first in your section.

DEALERS—Your customers are going to demand

The Hugo H. Young **FLXIBLE** SIDE CAR

Place Your Order Now. Meet the demand and Increase Your Profits.

"I have taken 'my friend the enemy' and several others for a ride in the Flxible, and like myself they are all smiles with satisfaction.

"It's the best proposition on three wheels."
—M. E. Harding,
J. C. HARDING CO.,
Topeka, Kan.

THE FLXIBLE SIDE CAR CO.

MANSFIELD, OHIO

DEALERS!

Our 1914 Catalog is Now Ready

Get it

Use
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Sidney B.
Roby Co.,

208 South Ave.,
Rochester, N. Y.

Send us your catalog by return mail.

Name ....

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Sidney B. Roby Co.

208 South Ave.
Rochester, N. Y.

Let RENOLD Chains Do the "Dirty Work"

When extraordinary strains—gruelling strength tests are to be borne by a transmission, RENOLD CHAINS invariably are chosen as FIT. Any chain can shine in "dilly-dally" boulevard trips, but when there's "dirty work" to be done, such as hill-climbing, sidecar racing, endurance trials—they ALL yield the field to

RENOLD

"The Chains of Proven Reliability"

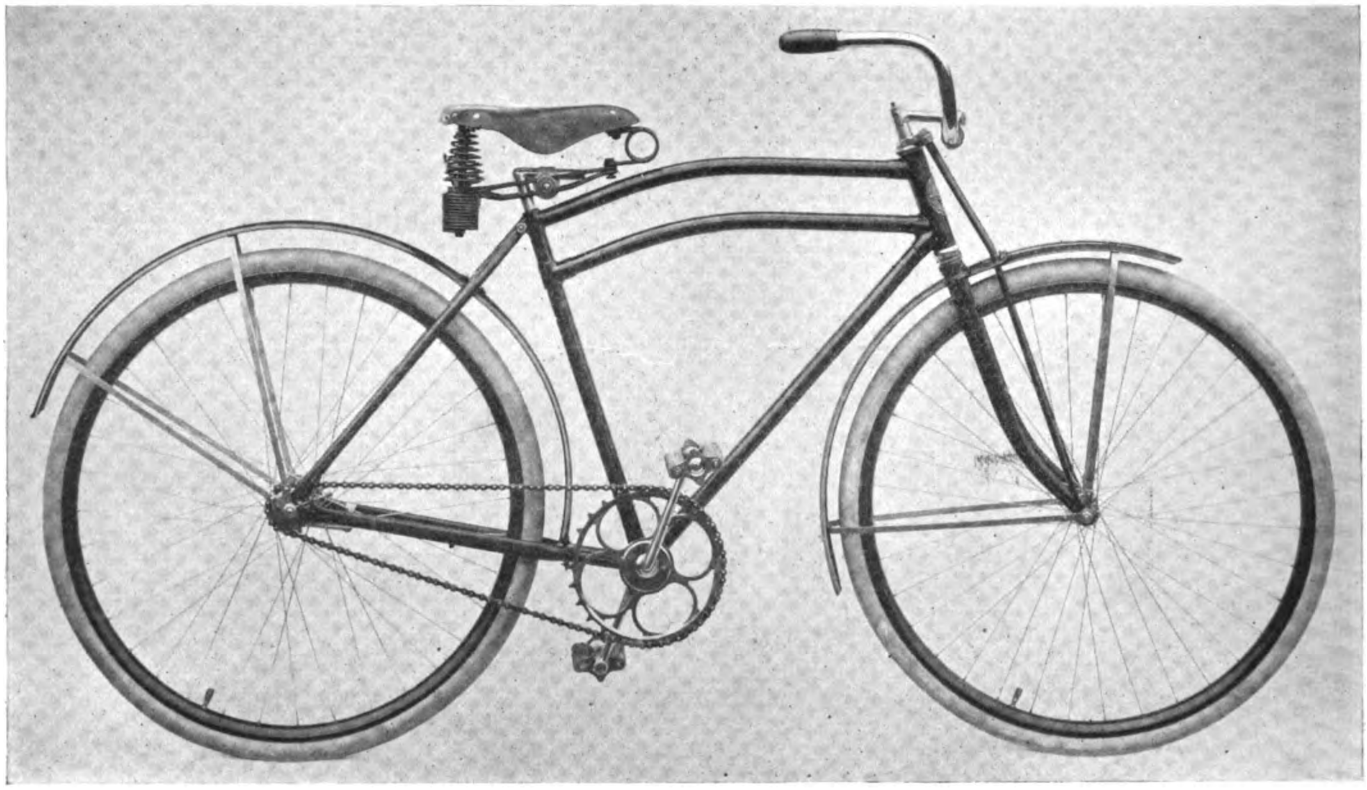
Three-time winners of the Tourist Trophy Race—absolutely the most terrific test ever applied to a motorcycle—the most famous motorcycle classic in the world. Winners in every event of international importance for the past three years. Used on 90% of the English motorcycles. Thirty-three years of chain-making experience certify to the quality of RENOLD CHAINS. They have always been "made to make good."

We have an interesting little booklet entitled, "Hints on Chain Drives for Motorcyclists," which gives really authoritative data on the proper care and repair of motorcycle chains. It is not an advertising stunt, but a really sincere effort to put the rider on the right track to getting the most out of ANY chain. Get your copy today, without fail. You will learn things from it.

Peter A. Frasse & Co.
419 Canal St., N. Y.

THE NEW "MOCYCLE"

A DISTINCTIVE new bicycle of the motorcycle type, built on racy, striking, original lines. Fast and easy running, and so sturdy and strong that it does the hardest work with ease. Husky reinforced fork of motorcycle trussed type. Strong, wide, adjustable handle bars, that can be set to give any desired riding position, from comfortably upright to a low drop for racing. Sturdy frame of motorcycle type with both top bars dropped at rear to give best possible balance. Motor style saddle with compound springs. Motorcycle rubber pedals. Extension mud guards on both wheels to protect rider and machine from road dirt. Price complete, $40.00.

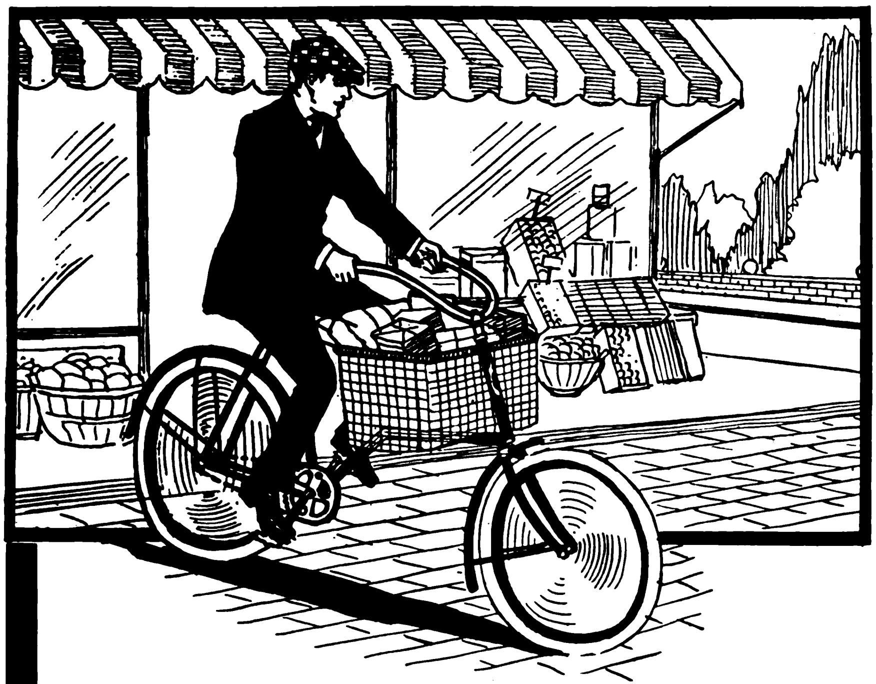


New "Mocycle" (Model 100). Price complete, $40.00.

SPECIFICATIONS

FRAME: Special design, motorcycle type.
COLOR: Black, gold stripe. Option: French Grey, blue stripe. (Fancy Heads or Fancy Seat Masts furnished at extra charge.)
TUBING: 18-Gauge specially reinforced.
FITTINGS: Outside joint. Turned from bar stock.
HUBS: Corbin. 36-hole front, 36-hole rear.
HANGER: Consolidated One-Piece Hanger, drop forged 6½" cranks, cones turned from special bar stock cone steel, carefully hardened and ground. "A" grade high-duty 5/16" balls with two-point bearing, distributing the wear equally between cups and cones. Cranks removable without disturbing cups.
SPROCKET: Special Mocycle Sprocket, four-arm design, 24-tooth. Option: 26 or 22-tooth.
CHAIN: 3/16" No. 61 Diamond Twin Roller.
SEAT POST: 8" with forged forward L top.
Rims: Mocycle Wood Rims. Option: Wood Steel Lined or Steel.
FORK: Special Double Trussed, Mocycle Design, strongly reinforced.
GUARDS: Mocycle Design, Raised Center, Rolled Edge, Double Braced Front and Rear with extra long extension over front wheel.
TIRES: Fisk Premier.
SADDLE: Eagle Empire.
PEDALS: Mocycle Rubber Pedals.
HANDLE BAR: Mocycle Hussey Bar.
TOOL BAG: With wrench and oil can.
BRAKE: Corbin, Bell, Eclipse or Atherton as selected.
PRICE: $40.00.

The CONSOLIDATED MANUFACTURING CO., 1730 Fernwood Avenue ***Toledo, O.***



A Bicycle Built Specially for Merchant's Delivery

The Commercial Bicycle

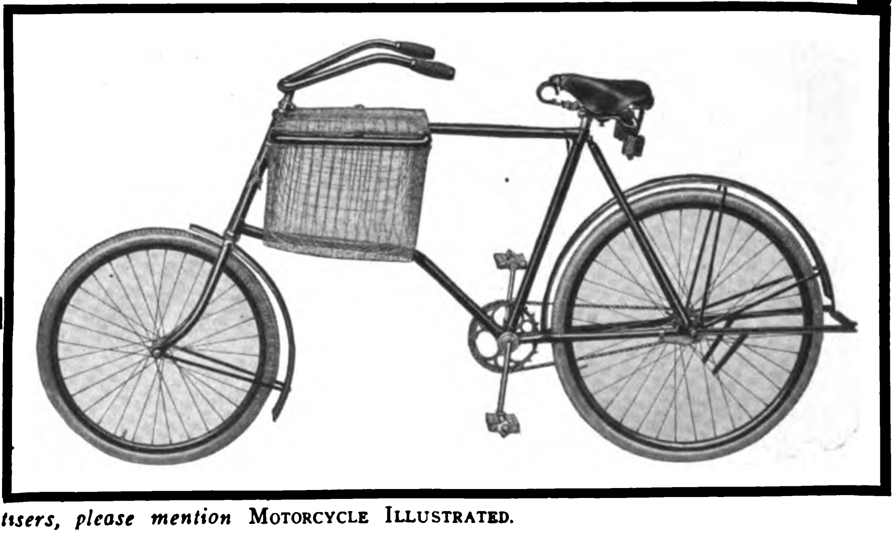
Few people have any idea how the vast number of bicycles made in the past few years have been distributed among users, and the fact that more than half of the total number of bicycles sold last year were used for commercial purposes is surprising but absolutely true. We are the pioneers in the construction of a real **commercial bicycle**—not a makeshift pleasure vehicle made over. The JONES & NOYES COMMERCIAL BICYCLE is

Built for Heavy Service
The Best Cheap Delivery

It has a specially designed tube frame doubly reinforced to hold weights up to three hundred pounds in packages. It is in every way a complete delivery machine. Note position of carrier. This equalizes the weight and makes for absolutely perfect balancing at all times.

A large basket is supplied for Dry Goods Stores, Tailors, etc., a smaller basket for Butchers, Druggists, etc.

Write us for our interesting dealers' proposition.

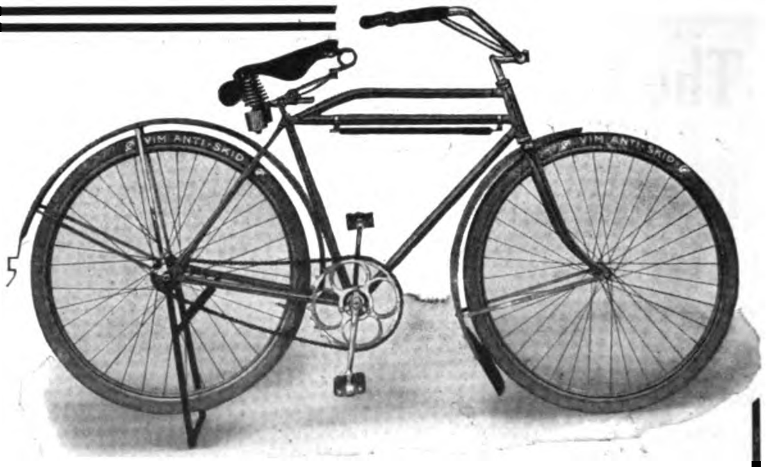


JONES & NOYES
153-157 W. Michigan Street
Chicago, Ill.

The VIM Bicycle—

A Truly Finished Product

"The Best is the Cheapest in the Long Run"



Finished in appearance, in design, in workmanship, and—last but not least—in service, the VIM Bicycle stands out from among the ordinary bicycles as a quality product in every sense of the word. Every fitment on the VIM shows signs of conscientious manufacture and exquisite finish. The finish on the VIM Bicycle compares favorably with that of the highest grade automobiles. Four coats of enamel and hand rubbing after each coat, assures years of wear.

Hanger bearings, cups and cones turned from the solid bar, permanently lubricated hanger, heavy gauge, raised center type guards, four extra spokes in front wheel, giving added stability to the rim—equipment that cannot be beaten by any bicycle made—these are some of the features that distinguish the VIM Bicycle.

MODEL No. 504. Price complete, $42.5⁰

SPECIFICATIONS IN BRIEF

1 inch, 18 gauge Shelby Tubing with one piece forged fork crown, Adams Stand, Raised Center Extended Guards, Motor-Bi Bars with Boy Scout Grips, Duckworth Roller or Nickel Steel Block Chain, .092 Diamond E. Spokes, Heavy non-Skid Tread Tires, De Luxe Truform or Easy Saddle, Imported 18" celluloid frame pump.

DEALERS—Don't fail to get that catalog and full description of the VIM line. It means a real saving for you.

Simply tear out this advertisement and write your **name** and **address** across it in ink. We will send catalog by return mail.

VIM CYCLE & HARDWARE CO., **137 BROADWAY**
BUFFALO, N. Y.

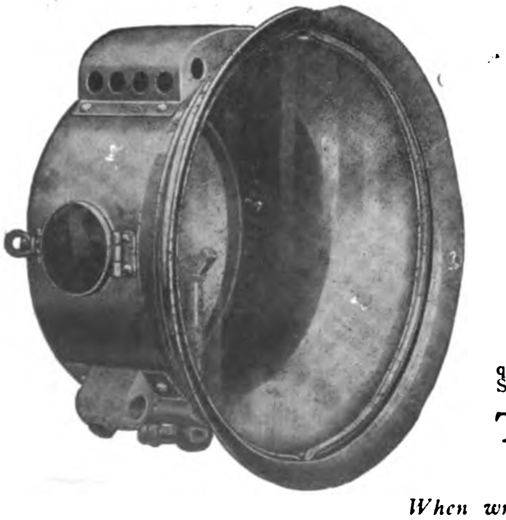
Two Popular Models of the Solar Line

SONNY

Is 6⅝ inches in front diameter and 5¼ inches in depth. Made of heavy gauge metal, the body and flare being of one piece construction. The right hand red jewel is hinged to permit lighting and the front door is eliminated. Has 4-inch Solar lens mirror reflector and front aluminum reflector, which produces the two necessary fields of light. Model 194 for flat brackets which fits in a casting concealed inside the back of body. No. 194P with props on either side at bottom of body for Solar-Morse Universal fork brackets. 194 Nickel or Black and Nickel, each $4.25; 194P Nickel or Black and Nickel, each...... **$4.25**

DAD

The body and flare are made of one piece of heavy gauge metal, the front glass and aluminum reflector being held by a strong wire spring, eliminating a door, its hinge and catch and the possibility of their rattling. Fitted with 5-inch Solar short focus lens mirror and front aluminum reflector which produces the two necessary fields of light. Has 1½-inch ruby jewel on each side, the right side having hinge and catch for lighting ⅜-foot tip and props for Solar-Morse Universal fork brackets. 195 Nickel or Black and Nickel, each........... **$5.25**

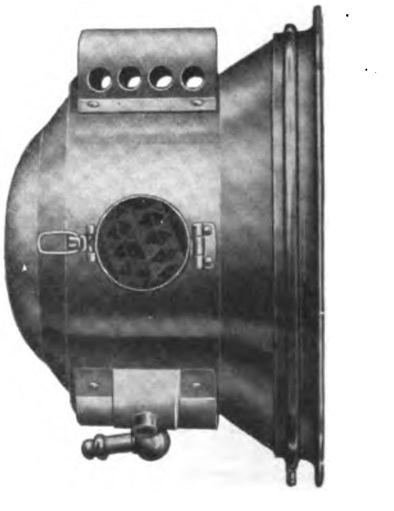


Go to your dealer and ask to see the complete SOLAR Line. He'll be proud to show it to you. For every rider's need and for every rider's purse there is a SOLAR model.

Through the entire SOLAR line runs the golden vein of pure quality that cannot be hidden. If your dealer does not stock SOLAR *yet* send us his name.

The Badger Brass Mfg. Co.

Kenosha, Wis., or New York City



The F. A. Baker Catalog of Motorcycle Accessories

This 84-page book shows everything that the motorcyclist wants—tools, spare parts, lamps, clothing, goggles, etc. It is the most complete accessory catalog ever published, and is one which every motorcycle fan should have. No possible want has been overlooked. From its pages you can buy anything used in connection with motorcycling from a combination gas-tank key and bottle opener at 3 cents to a side car at $85. Send for a copy. It's free.

Here are a few sample items from the many "good buys" in its pages:

Infallible Lamps

No. 1—6½-inch lens—straight or flanged front—complete with brackets.............................. $5.00
No. 3—5½-inch lens—straight or flanged front—complete with brackets............................... $4.00

Infallible Horns

No. 1, $1.50. No. 2, $2.00. No. 3, $2.25
Exhaust Whistle, $2.50.

Imported Miller Headlights

Quick Detachable Combination headlight and generator $12.50

No. 1 Gas Equipment, Complete

Headlight, Presto tank, tail lamp, large horn, Stewart speedometer, all brackets, complete..... $27.50

Spark Plugs

Infallible Mica or Combination, 75c. Bull Dog Stone, 90c. Special, 25c.

Clothing

We specialize in motorcycle clothing, leggins, caps and gloves. Kantleak Suits, $7.00; Khaki, $5.00; Fustian, $7.00; Roseberry Cloth, $12.00; Ladies' Suits, Khaki, $6.50; Middy Blouses, olive drab Khaki, $2.50.

Bargains in Motorcycles

4 H. P. Indian, belt drive, $150.00; chain drive, $160.00; 7 H. P. Indian, chain spring frame, $200.00; all free engines; 5-36 Pierce, free engine clutch, $160.00; fitted with free engine idler, $150.00.

Tire Seconds

26 and 28 x 2¼, fit 2½" rims	$3.00
28 x2¼	5.50
28 x 3	6.00

Tubes

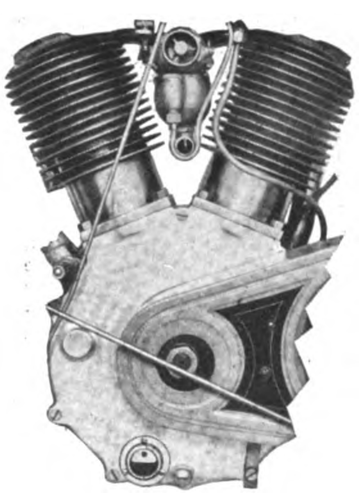
Goodyear, all sizes	$1.50
U. S., all sizes	1.50

Send for a copy of this Free Catalog. Keep it by you for reference when you need something in a hurry. Drop in at either of our stores and look over our bargains in new and second hand machines.

F. A. BAKER & COMPANY

10 Warren St. New York

What the Dealers Say



Simplex on Excelsior

The Simplex Oil Gauge is Perfectly Simple and Makes Your Engine Work Simply Perfect

Read These Dealers' Endorsements

BOB BRAZENOR, 1507 Bushwick St., Brooklyn:—"I would not be without it on my machine again."

JOHN B. QUINN, Fall River, Mass.:—"It is all that you claim it is."

TEARS & GILLESPIE, Middletown, N. Y.:—"We are going to equip all the machines with the big 'X' on the tank around here with them, so that ought to let you know what we think of your 'little oil wonder.'"

WORTHEY & WORTHEY, 502 So. K St., Tacoma, Wash.:—"We are very much pleased with it."

HENDLEY W. HUBBARD, Middletown, Conn.:—"It saves oil and makes starting much easier."

H. T. CLARK, 10 9th St., S. E., Washington, D. C.:—"I know no one should be without one on their engine."

BOYLE BROS., Woodward, Okla.:—"We have the Buck Gauge and like it."

CANTY & PELTON, Rutland, Vt.:—"We have come to the conclusion that a machine ought not to run a mile without one of your gauges."

A. S. THORSEN, Bottineau, N. Dak.:—"I believe it is the only oil gauge on the market that is any good."

GARDNER & FREDETTE, New Bedford, Mass.:—"We wish to say that we think it is the best oil gauge that we have ever seen on any motorcycle and that everyone that has seen it has the same opinion."

EVERTZ & TESMER, Traer, Ia.:—"We are using the Buck Gauge on our demonstrating machine and find that they are the most successful gauge we have ever used."

TRITCHLER ELECTRICAL CO., Virginia, Minn.:—"Will install your gauges on all machines the coming summer."

CYCLE SUPPLY CO., New Lexington, Ohio:—"By actual use we find that they are needed on any motorcycle."

V. B. REDMON, Petersburg, Ill.:—"I believe it will do away with a large majority of motor troubles."

What The Simplex Gauge Is

The Simplex Oil Gauge is a neat little nickel-plated gauge, that screws firmly to the side of the crankcase, on a level with the bottom of same. It looks like the old-fashioned oil window, but it's different because it keeps clean, and always shows the oil level clearly. It can be attached in 10 minutes by anyone without disturbing the engine in any way.

Price, $1.50 Complete

Jobbers and Distributors of Simplex Gauges

J. W. Grady & Co.,
68 High St., Worcester, Mass.
Appeal Mfg. & Jobbing Co.,
Los Angeles and San Francisco,
California.
Harry Svensgaard Sales Corp.,
472 Woodward Ave.,
Detroit, Mich.
Saufley Supply Co.,
Kansas City, Mo.
Ira Enmark,
Minneapolis, Minn.
Stanley T. Kellogg,
615 State St., Bridgeport, Conn.
Excelsior Gen. Supplies Co.,
1438 Michigan Ave.,
Chicago, Ill.
Motor Car Supply Co.,
1415 Michigan Ave.,
Chicago, Ill.
Chicago Cycle & Supply Co.,
Chicago, Ill.
Piper & Taft,
Seattle, Wash.
H. M. Kipp Co.,
384 Spadina Ave., Toronto, Ont.
Haverford Cycle Co.,
827 Arch St., Philadelphia, Pa.
Geo. S. Maslen, 1905 Market St., Philadelphia, Pa.
Percy A. McBride, Toronto, Can.

Write for particulars and our free book, "How to Take Care of Your Engine."

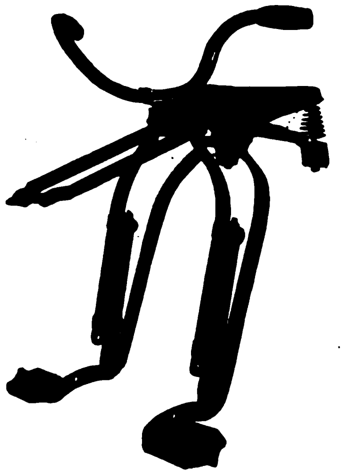
Buck Gauge Co.

STAR BLDG. ST. LOUIS, MO.

The Nearest Thing to Riding on Air!

You sit in supreme ease, skimming along like a bird. You feel no jars, no bumps—nothing takes away from your absolute "floating" comfort. With your feet in a relaxed position, your hands lightly holding the handle bar grips, you sit, now rising slightly as the machine hits some hollow, then sinking deeply at some forbidding looking bump—but NEVER—NEVER hitting bottom! It's all in the springs of

The Empire Special
SPRING TANDEM
"IT FLOATS"



Thirty Feet of Springs

Imagine it! Three hundred sixty inches of steel springs are between you and the road. No wonder you can't hit bottom! The powerful compression and recoil springs allow a play of several inches up and down.

BOTH FEET ON THE GROUND.

Another strong feature is the fact that both feet can rest almost flat on the ground while you are seated in the saddle. By an ingenious invention, patented, the handle bars and pedals float with the saddle. Another comfort feature.

Then, too, built as it is of steel, the EMPIRE SPECIAL stands up as long as your motorcycle and then some.

Taking all the points in combination, comfort, convenience, simplicity and abiding strength, don't you think the EMPIRE SPECIAL deserves your careful consideration? WRITE TODAY.

RIDERS—Get your dealer to demonstrate the Empire Tandem Attachment before buying. If your dealer hasn't the Empire in stock—write us at once.

EMPIRE
SPECIALTY
COMPANY

3717
Walton Ave.
Cleveland,
Ohio

BUY MOTORCYCLE SUPPLIES

BY MAIL You can order the products of any one of over 400 manufacturers of motorcycle and bicycle supplies from us by mail through our splendid mail order department and save time and money. The enormous growth of the mail order business proves that it fills a real need—that it does away with salesman's commissions—that it cuts costs. Cash in on the parcel post system and buy by mail.

Buy Where You Have the Most Stock to Select From

The merchandise we sell represents the products of over 400 manufacturers. Our 212-page catalog for those who are interested in both motorcycle and bicycle supplies has over 1,000 illustrations and careful descriptions. It covers everything in the line of bicycle and motorcycle supplies that is worth while. It is the last word in the trade on staple, saleable merchandise.

Buy Where You Can Be Served Quickly

No orders returned to you with too many back orders when you buy from the Hub Cycle Co. Not many concerns care to carry the heavy stock that we do just to prevent back orders. We are spending thousands to see that we ship promptly—efficiently. It pays. Our business doubled last year. Prompt, efficient service means money to you.

Buy at Big City Prices

One price to all—that is our policy. No matter if you live in some small town in California you pay no more than the New York City merchant. These prices are rock bottom. We have deducted salesman's commissions. We have given you the benefit of our enormous purchasing power.

WRITE TODAY

on your own letterhead for our catalog, stating whether you are a dealer in motorcycle supplies, in bicycle supplies, or whether you are a rider.

Address Mail Order Dept.

HUB CYCLE CO.
16 Portland St. BOSTON, MASS.

AT $10.00

the

STOLL COMBINATION TANDEM No. 2

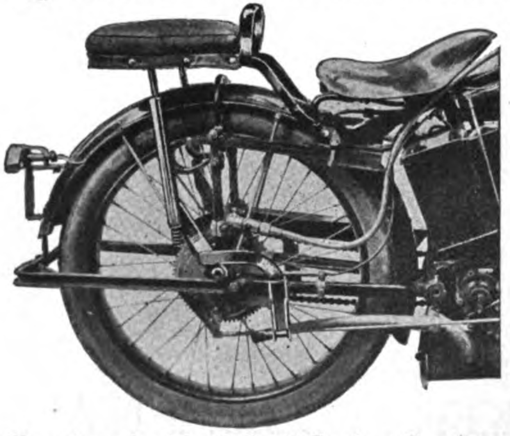
is a value that will appeal strongly to the careful buyer.

It has
- Automatically folding foot-rests.
- A neat handhold.
- A quick-detachable cushion that can be instantly unsnapped for carrying luggage.
- And a LONG RANGE OF FLEXIBLE SPRING ACTION WHICH INSURES EASY RIDING AT ALL TIMES.

It is
DESIGNED ESPECIALLY for the SPRING FRAME INDIAN but is also made with separate fittings for all other makes.

Sold by all dealers. If your's has none in stock, we will ship you this tandem as shown, express prepaid on receipt of money order for $10.00.

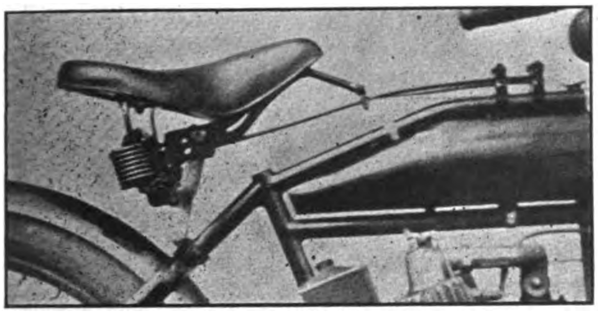
The Stoll Mfg. Co.
33rd & Walnut Sts.
Denver, Colo.



Showing the No. 2 Stoll Spring Carrier on a 1914 two speed equipped Indian. Fits any spring frame model.

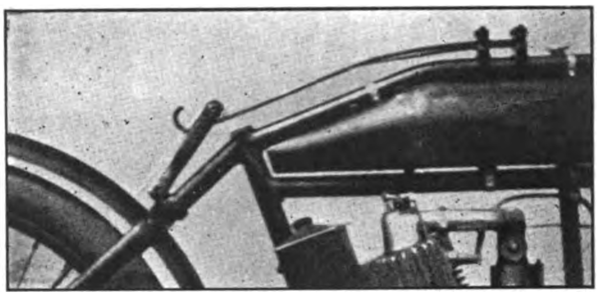
Something New in the Motorcycle World

No more bad roads or back breaking jolts. Without a Roller Saddle Attachment you cannot realize what comfortable riding is.



Showing
the Pan Dandy on the Roller Saddle Attachment supported in the rest position by the adjustable leaf spring.

Note the Neatness of Construction and Simplicity



Pat. Mar. 31, 1914.

Showing
the rider-bar as it rolls ahead under pressure, compressing the spring and giving the low seat position.

WITH MORE THAN SPRING FRAME ADVANTAGES AND NONE OF THE DISADVANTAGES. ADDED TO YOUR SPRING FRAME MEANS PERFECTION.

The Roller Saddle Attachment is so Sensitive that every shock is taken up with lightning-like rapidity by a forward and downward motion without perception on the part of the rider. As every shock has in it the nature of an impact to a greater or less degree, checking your momentum, the downward motion alone in universal use cannot give combined satisfaction. Could anything be more simple and produce the desired effect? Reason it out for yourself.

The Roller Saddle Attachment holds you in Suspension; all shocks being absorbed before they reach the rider. In severe shocks the saddle assumes an angle of about 45 degrees, at which most saddles are kept for just such occasional mishaps. One of the great features of this attachment is that it allows the more comfortable horizontal position of the saddle over good roads and automatically adjusts itself to and compensates for the very worst conditions.

A SIMPLE, RIGID, DURABLE ATTACHMENT APPLICABLE TO ALL MOTORCYCLES AND SADDLES. ASSURE YOURSELF OF THE MOST COMFORTABLE SEASON YOU EVER EXPERIENCED BY PLACING ONE ON YOUR MACHINE.

COMPLETE, with Pan Dandy or Superba, $17. WITHOUT SADDLE, $12.

ROLLER SADDLE ATTACHMENT CO., Wellesley Hills, Mass.

Extra Service for the Motorcyclist

No other tire gives the motorcyclist such protection, or such length of service, as does the Federal Studded Tread. The four rows of big, tough studs, extending well down over the side, are **insurance** against falls.

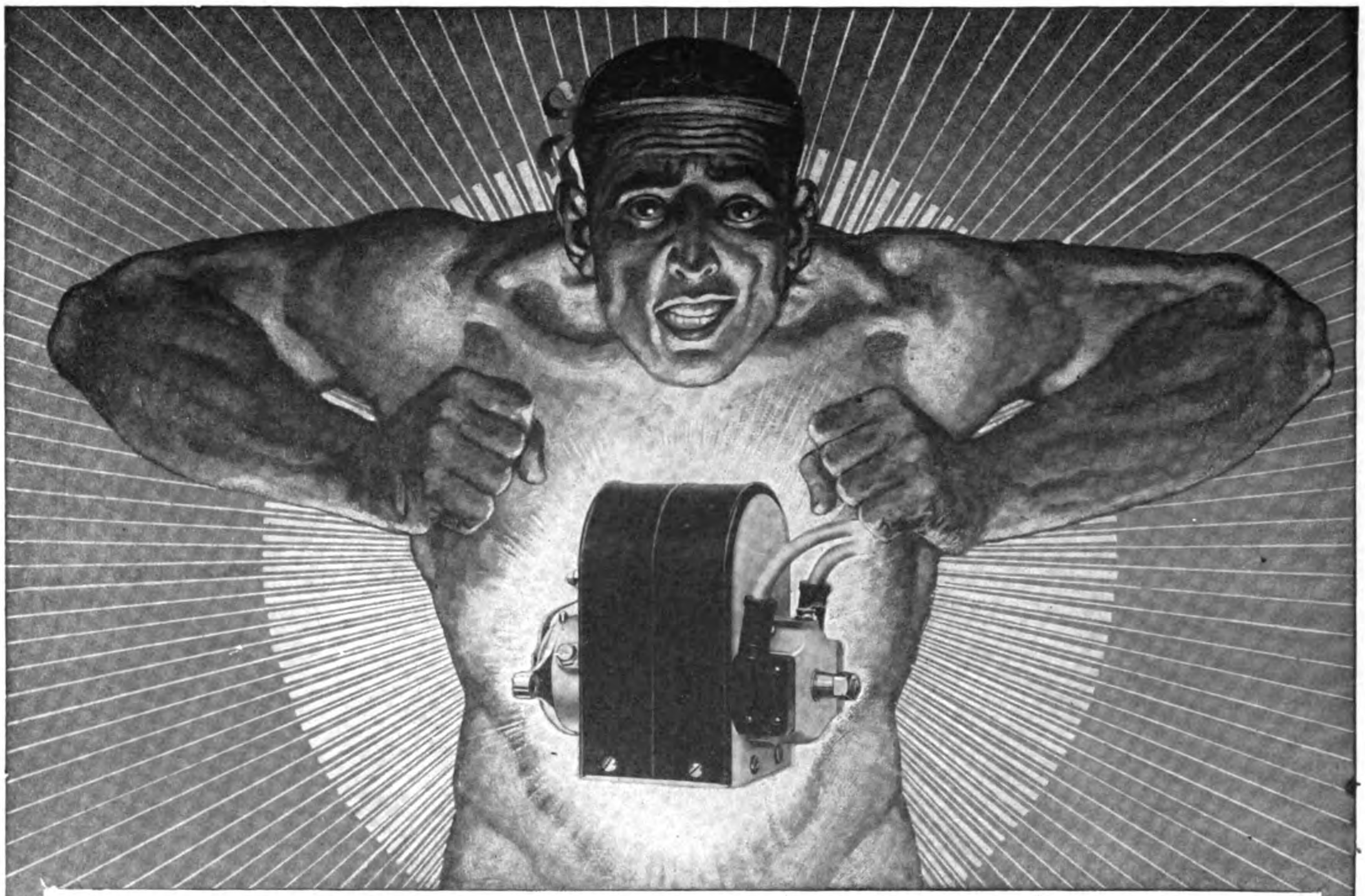
Four Plies of Specially Selected Fabric

Federal riders go through the most grueling tests for speed and distance, and finish on tires **still good.** It's largely because of Federal specially selected motorcycle fabric, built up ply by ply by the most skilled workmen. Four plies of this special fabric are built into all 2¾ and 3 inch Federal tires.

FEDERAL RUBBER MFG. Co.
Milwaukee, Wis.

Branches, Service Stations and Distributors in all
Principal Cities. Dealers Everywhere.

Federal
Federal



Four World's Records

is "some going," but this is what was accomplished by SPLITDORF IGNITION the first time it was used in motorcycle competition on the famous English speed track at Brooklands.

Harry Martin used a 1-cylinder 2-cycle, 1½ hp. Jap engine of 76 mm. bore by 54 mm. stroke with a cubic capacity of 245, equipped with a SPLITDORF Model EU magneto.

The time and speed for the Four World's Records are as follows:

Flying Kilo	.44¾	50.16 m.p.h.
Flying Mile	.71⅖	50.42 m.p.h.
Standing 5 mile	6.16⅖	47.82 m.p.h.
Standing 10 mile	12.51⅖	46.66 m.p.h.

These records apply to "Class A," and, while only a 1½ hp. motor precluded very big speeds, the significant fact is that the first time SPLITDORF IGNITION was used on Brooklands track "four world's" fell into the SPLITDORF Basket.

Insist upon SPLITDORF EQUIPMENT.

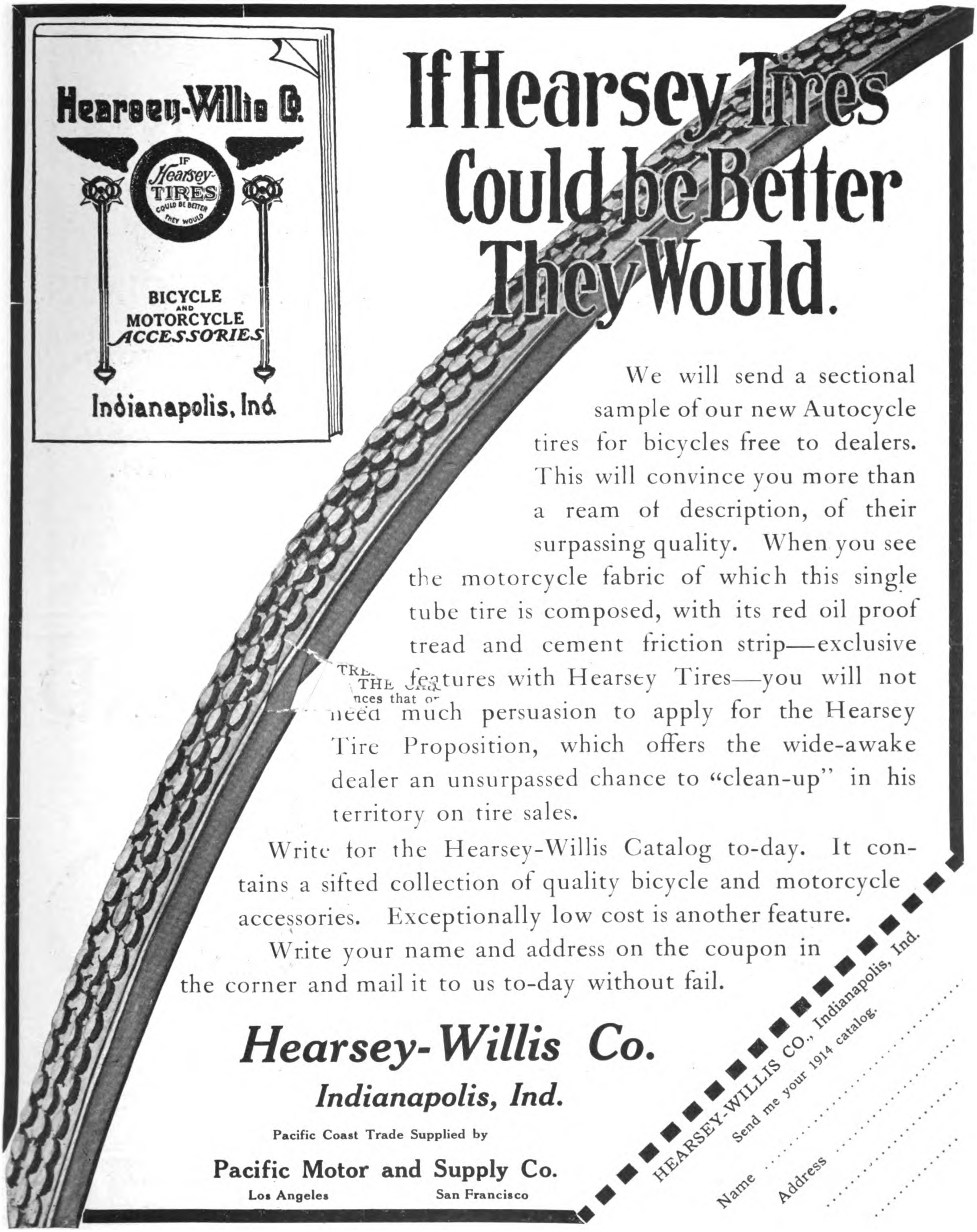
SPLITDORF ELECTRICAL COMPANY

ATLANTA.........10-12 E. Harris St.
BOSTON.S. Germain St., and Mass. Ave.
CHICAGO...........64-72 E. 14th St.
CINCINNATI............811 Race St.
DALLAS............402 S. Ervay St.
BUENOS AIRES

DAYTON...............427 E. 3d St.
DETROIT........972 Woodward Ave.
KANSAS CITY......1823 Grand Ave.
LOS ANGELES......1215 S. Hope St.
MINNEAPOLIS.........34 S. 8th St.
LONDON

NEWARK..............290 Halsey St.
NEW YORK.........18-20 W. 63d St.
PHILADELPHIA...210-12 N. 13th St.
SAN FRANCISCO.....1028 Geary St.
SEATTLE ....1628 Broadway
TORONTO

Factory: NEWARK, NEW JERSEY



Hearsey-Willis Co.

IF Hearsey TIRES COULD BE BETTER THEY WOULD

BICYCLE AND MOTORCYCLE ACCESSORIES

Indianapolis, Ind.

If Hearsey Tires Could be Better They Would.

We will send a sectional sample of our new Autocycle tires for bicycles free to dealers. This will convince you more than a ream of description, of their surpassing quality. When you see the motorcycle fabric of which this single tube tire is composed, with its red oil proof tread and cement friction strip—exclusive features with Hearsey Tires—you will not need much persuasion to apply for the Hearsey Tire Proposition, which offers the wide-awake dealer an unsurpassed chance to "clean-up" in his territory on tire sales.

Write for the Hearsey-Willis Catalog to-day. It contains a sifted collection of quality bicycle and motorcycle accessories. Exceptionally low cost is another feature.

Write your name and address on the coupon in the corner and mail it to us to-day without fail.

Hearsey-Willis Co.

Indianapolis, Ind.

Pacific Coast Trade Supplied by

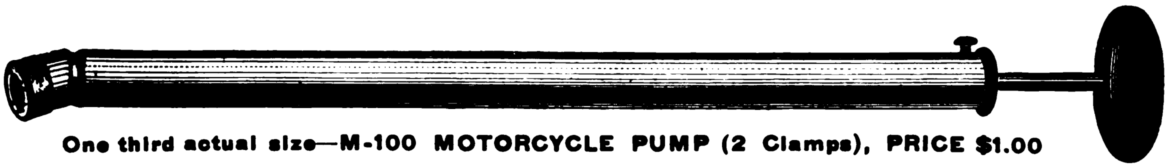
Pacific Motor and Supply Co.

Los Angeles San Francisco

HEARSEY-WILLIS CO., Indianapolis, Ind.
Send me your 1914 catalog.
Name ....
Address ....

A GOOD PUMP AT LAST

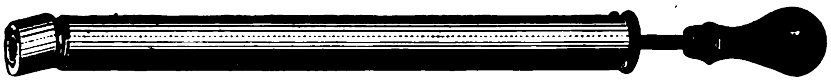
AUSTIN PATENTED Motorcycle and Bicycle PUMP



One third actual size—M-100 MOTORCYCLE PUMP (2 Clamps), PRICE $1.00

NO TUBE CONNECTION—NO LEAKY JOINTS

CAREFULLY INSPECTED



EVERY PUMP TESTED

One third actual size—B-20 BICYCLE PUMP (1 Clamp), PRICE $.50

HARDER TIRES In LESS TIME with LESS LABOR

Always Reliable Powerful Durable Instantly Attached Well Made

If you want the MOST EFFICIENT and PRACTICAL PUMP buy the AUSTIN

IF YOUR DEALER CANNOT SUPPLY YOU

WE WILL SEND TO ANY ADDRESS IN THE UNITED STATES ON RECEIPT OF PRICE

CHARGES PREPAID

MANUFACTURED BY

HOMER F. LIVERMORE, 85-87 Pearl Street, Boston, Mass.

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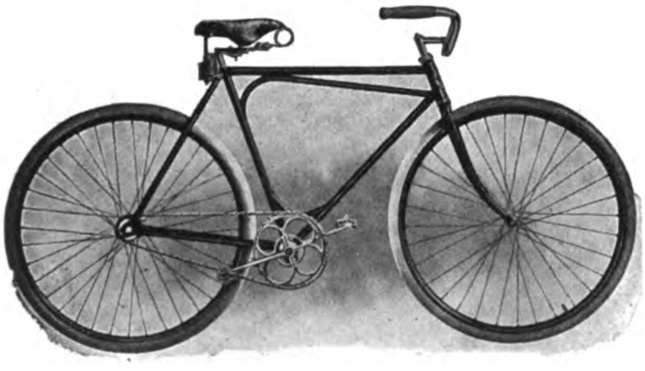
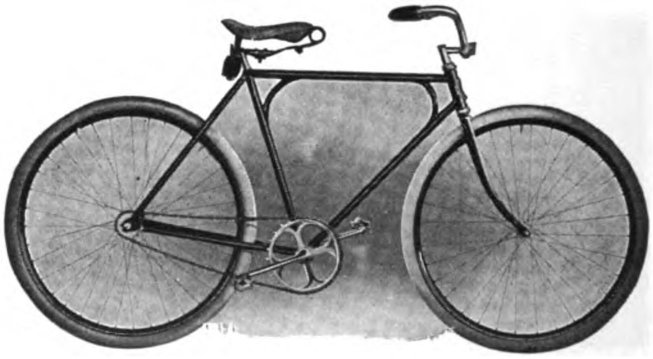
GUARANTEED THREE YEARS



Reading Standard Road Racer, $40
(Pat. Applied For)



Reading Standard Roadster, $30
(Pat. Applied For)

The Strongest Line For Dealers

THIS line is one of the oldest lines on the market and made by one of the most substantial companies engaged in the bicycle industry. Reading Standard bicycles have won the most enviable reputation for satisfactory service in use. The 1914 line is complete, styles and prices to accommodate the greatest number of riders. Each year the practical betterments of Reading Standards give them the higher relative second-hand value. And finally, the excellent service Reading Standards give their owners adds regiment after regiment to our already overwhelming army of enthusiastic boosters. You can cash in on all this. Write and we will tell you how.

READING CYCLE MFG. COMPANY, Reading, Pa.

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring —"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME

Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing. NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the bead of casing and rim—strictly Quick Detachable.

PRICES:

26x2¼	$8.30	28x2¼	8.95	28x3	11.70
26x2½	8.60	28x2½	9.50	29x2¾	11.70
26x2¾	9.50	28x2¾	10.25	29x3	12.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President

The Brictson Mfg. Co.

Main Office and Factory:

2554 Brictson Building Brookings, South Dakota

Branch Offices:

Dept. 2554, 182 Friend St., Boston.
Dept. 2554, 250 West 54th St., New York.
Dept. 2554, 611 Bulletin Bldg., Philadelphia.
Dept. 2554, Majestic Bldg., Detroit.
Dept. 2554, 1201 Hartje Bldg., Pittsburg.
Dept. 2554, 2009 S. Michigan Ave., Chicago.
Dept. 2554, 8150 Locust St., St. Louis.
Dept. 2554, Monadnock Bldg., San Francisco.

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2554 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name..
City....................**State**....................
County..

MOTORIST'S COUPON ORDER BLANK.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2554 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find.................. in the sum of $....................for which ship by exp. or fgt........ (quantity)........Brictson **Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.**

Signed..

The Rider's Friend and Protector—The Czar Cycle Cape

Here is the ideal protection for the rider who does not believe in getting "mussed up" while riding, or sacrifice his comfort in any way.

The Czar Cycle Cape is absolutely waterproof. It protects the rider from the elements. He is always warm, snug and clean in the Czar Cape.

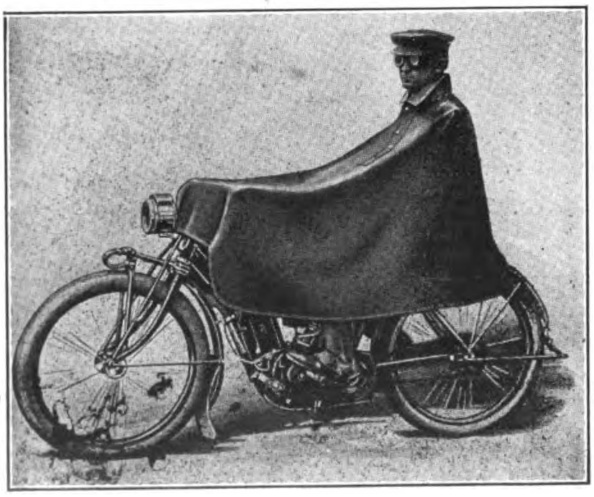
The Czar is made of Waterproof Double Texture Cloth. It has a high, close-fitting military collar that can be opened or buttoned at the will of the rider. Special handle-bar attachments, quickly released, keep the cape in the proper position.

In case of sudden dismounting through accident, the Czar Cape is automatically released. It does not hamper the rider's movements in any way. It weighs but 20 to 30 ounces. A buckle adjusts the handlebar attachment so that it will fit any motorcycle.

We are the manufacturers of the Czar and therefore you get the benefit of direct dealings. The price, consequently, is low—very low. AND WE WILL RETURN YOUR MONEY if after ten days' trial you do not find the Czar all we claim for it. The price is $4.50 by parcel post, prepaid. Remit money order or bank draft. Give size linen collar worn.

The Star Storm Front Co.

Troy, Ohio, U. S. A.



Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

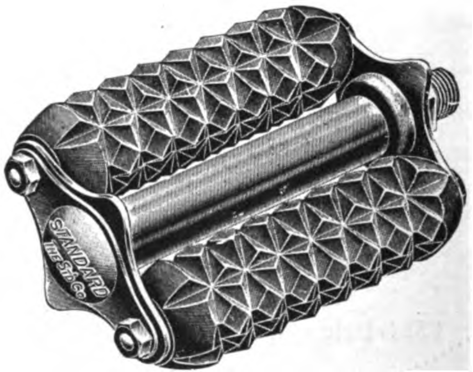
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.


STANDARD MFG. CO.

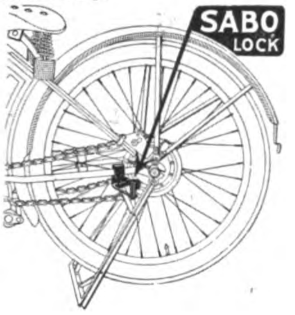
No. 3 MOTOR CYCLE PEDAL

The Standard Co.

Torrington, Conn.

YOU NEED THE SABO MOTORCYCLE LOCK

**If you are a JOBBER—it means money.
If you are a DEALER—it means sales.
If you are a RIDER—it means safety.**



The Sabo Lock cannot be picked. Does not mar the enamel. Securely locks stand to the frame. Machine cannot be absentmindedly or accidentally pushed from stand or be wheeled or ridden away. No possibility of tearing out spokes. Fully guaranteed.

Locks made for Indian, Harley-Davidson, Excelsior, Thor, Henderson, Merkel, Dayton and DeLuxe.

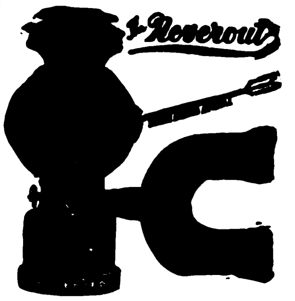
Particulars of this—the most profitable lock proposition on the market, both to seller and to buyer—will be sent on request to any jobber or dealer.

Lock for any machine will be sent parcel post for $1.00.

SABO MANUFACTURING CO., 3110 W. 25th St., Cleveland, O.

Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.



The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made Only by ROSE MANUFACTURING COMPANY
933 ARCH STREET, PHILADELPHIA, U. S. A.

VISCO MOTORCYCLE OILS

HUNDREDS OF MOTORCYCLES

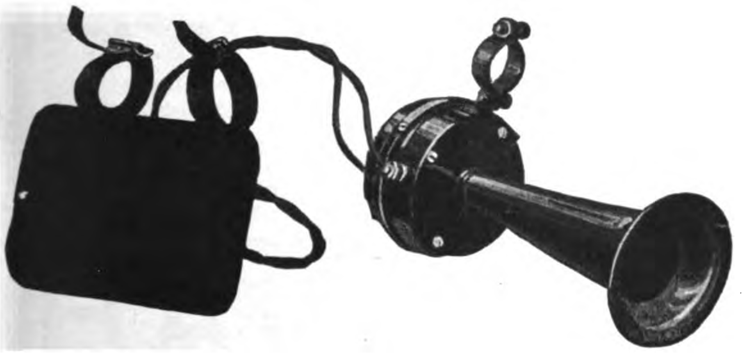
never have run right on account of the motor not having the proper oil.

Some motor manufacturers themselves recommend and sell oils entirely unsuited to the motor, and as a result the rider has trouble and blames the machine or his dealer.

We don't make motors but we do make the biggest and best line of oils in the world and we understand our business. When we recommend a certain grade of oil for a certain motor it's because we have made a study of their motor's construction and can prescribe its lubricant.

The better class of dealers are fast becoming *Visco* customers. It pays them—more business—less trouble. Write us today.

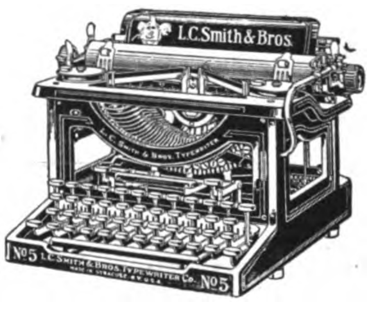
The Visco Motor Oil Co., Cleveland, Ohio



Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.

Ever Hear of Typewriter Insurance?



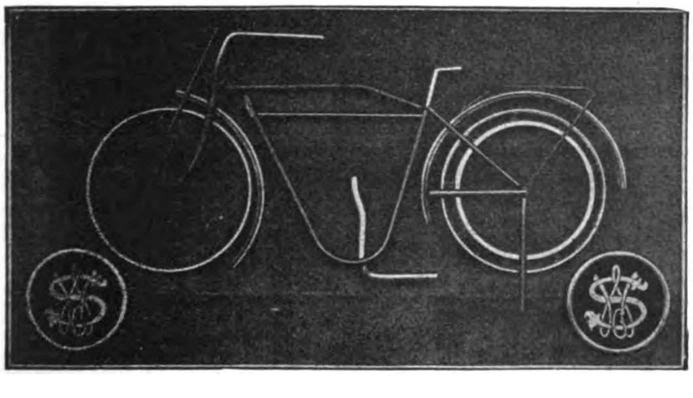
Write for free book.

Typewriter insurance is the difference between the cost of an L. C. Smith & Bros. typewriter and a cheaper machine. It's inexpensive insurance, no matter what the amount.

When the L. C. Smith & Bros. typewriter is installed in your office, the typewriter problem is settled once and for all. You may be certain that your correspondence will be a credit to you, that you will not be annoyed by breakdowns and delays.

It's the machine of most perfect mechanical construction and therefore highest efficiency. Ball bearing type-bars, ball bearing carriage and ball bearing capital shift—this is the explanation.

L. C. Smith & Bros. Typewriter Co. Home Office, Syracuse, N. Y.



STANWELD

Whenever you want really good frame-parts, such as rims, mudguards, fork-sides, seat-posts, etc., remember that ninety per cent. of all motorcycles made in this country have frames built of Stanweld Frame Parts.

THE STANDARD WELDING CO.
EDGEWATER PARK, CLEVELAND
Offices in
New York Detroit Chicago

STANWELD

MUELLER

Tandem Attachment for 1914 Indians

It's made for the Indian, by an Indian rider and dealer—and it belongs on every Indian.

That's all we have to say.

L. J. Mueller
6307 Woodland Ave.
Cleveland, O.

PERSONS SADDLES

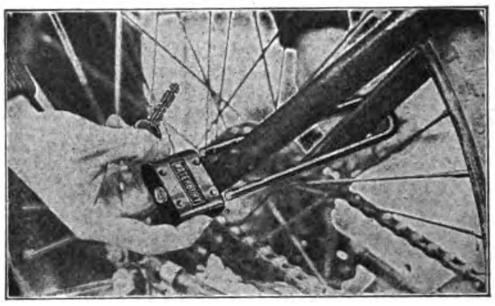
THE BEST AT THE PRICE OF THE ORDINARY

Send for new Booklet, "SADDLERY"

Persons Mfg. Co., Worcester, Mass.

WATERBURY Motorcycle Lock

Waterbury Hardware Co.



414 Broadway N. Y.

Powerful, indestructible, cannot be picked or broken, made of solid brass and steel. Removable steel shackle. An effective preventive of theft or unauthorized use. At your dealer's or sent direct, prepaid, for 75c.

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The big 148-page illustrated monthly magazine that tells you how to make flying machines, wireless sets, motors, engines, home furniture, models, etc. Invaluable to everyone who uses tools or is interested in mechanics or electrics. Profusely illustrates and describes these subjects in a style you will easily understand and enjoy.

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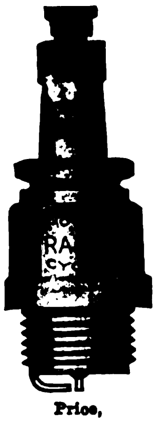
Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO., Racine, WIS.



Price,
$1.25 Postpaid

RAJAH

MOTORCYCLE PLUG

Mr. John W. Treat, of Bangor, Me., writes:

"From the time they came . . . these plugs were never taken out of the motor and were free from carbon when the motor was taken down (about four months later), which I call excellent service. We have sold RAJAH Plugs for a number of years and think they are the best on the market. We have been selling them this season and shall continue to do so."

Steady, reliable service, under any and all conditions, is characteristic of Rajah Plugs.

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

Jericho Motorcycle Horn

Price complete, $4.50

Quickly attached, cannot get out of order or clog. Never fails to sound; warns melodiously, yet effectively. Costs nothing to maintain. The ideal motorcycle horn for town or country. Supplied by all first-class accessory dealers, or

THE RANDALL FAICHNEY CO., Mfgrs. - - Boston, Mass.

YOUR MOTORCYCLE EQUIPMENT IS NOT COMPLETE

without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautifully toned chime horn by simply pressing your foot on a foot pedal.

START THE SEASON RIGHT

by ordering one from your dealer now, or writing your address across this page and mailing it in for descriptive catalog.

1914 FEATURES

- Foot or Hand control.
- Unobstructed exhaust passages in valve.
- Three tones of the chime in one tube.
- Solid malleable iron valve or steel bolt-on valve.
- Prompt delivery.
- $5.00 List.
- Extra Large Size $6.00.

Barco Brass & Joint Co.
CHICAGO

ADD POWER

TO YOUR MOTOR By grinding valves easily and accurately without removing piping or wires.

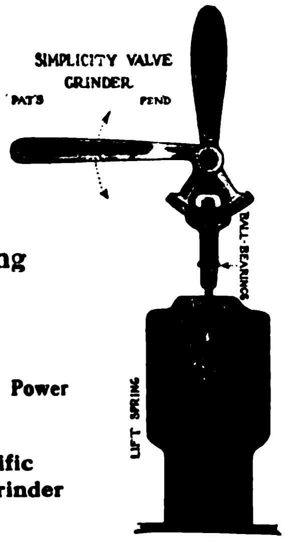
TO YOUR SALES By filling a long-felt want of every gas engine owner.

ORDER TODAY $3.00

Makes Valve Grinding a Pleasure

SAVES Valve-Seats, Gasolene, Time and Power

The Only Scientific Ball-Bearing Grinder



JOBBER DEALER

LIBERAL DISCOUNTS

Big Satisfactory Sales

STURDY SIMPLE

Tight Valves Mean a Cool, Quiet and Efficient Motor

Simple and Unfailing—Requires only enough pressure to hold valve lightly on seat

Insist on the Just Simplicity Ball-Bearing Grinder

Send for Card G

J. H. JUST SPECIALTY WORKS 325 W. FAYETTE ST. SYRACUSE, N. Y.

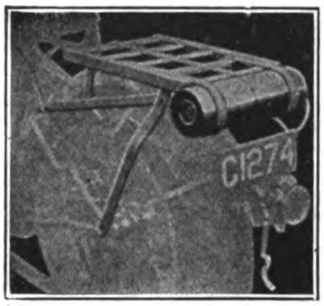
"Shocks and Bumps Don't Bother Me"

"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave. Toledo, O.



THE "STURDY" LUGGAGE CARRIER

Furnished separately or complete with Tank Bands and "STURDY" Cushion for $7.75. You can't beat this combination luggage carrier, tank carrier and passenger attachment for the price. Greatest offer yet. Luggage carrier withstands hard usage. Cushion furnished with patented straps and buckles.

SPECIAL OFFER TO DEALERS WITH EXCLUSIVE AGENCY PROPOSITION. Shipments f. o. b. Bridgeport, Conn. Order today.

Dealers Write for Accessory List

STANLEY T. KELLOGG
615 State Street Bridgeport, Conn.
DISTRIBUTOR FOR EXCELSIOR AUTO-CYCLES in Connecticut, Rhode Island and Eastern New York State

MOTORCYCLE ACCESSORIES
GEO. S. MASLEN
509 MARKET STREET PHILADELPHIA
1242 MAIN ST. HARTFORD CONN

How About This?

Our Big, Handsome 1914 Catalog and Our Free Delivery Proposition

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Get the first
Try the second

Best by Test

Every Spark "Starts Something"

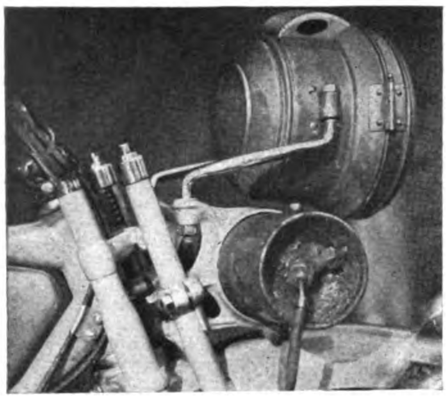
No Soot, Oil, Gas or Water can Hurt It

The Only Genuine Case Hardened Plug

One Dollar at Your Dealer's or Direct

Next Time Make It a Benton

L. F. BENTON CO., Vergennes, Vt.



Pat. Pending

Get Our Discount RETAIL PRICE $3.00

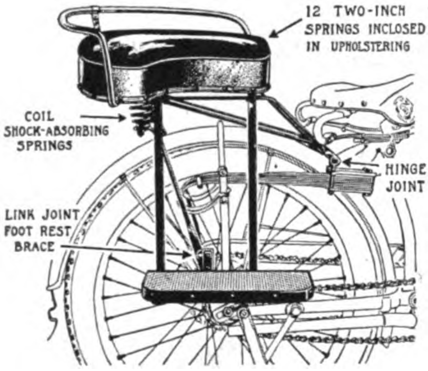
Mr. Dealer!
Toledo Lamp and Tank Brackets

make satisfied riders, because they are of sturdy construction, compact, easy to attach, and add to the appearance of the motorcycle; the gas tank can be quickly removed for replacement by simply loosening two cap screws; the lamp brackets are adjustable to fit any size lamp. This bracket is made to fit the

Yale, Harley-Davidson, Thor,
Merkel, Pope, Excelsior, etc.

Immediate Delivery. Make a note NOW to write us.

The Toledo Store 143 Erie Street **Toledo, Ohio**
H. D. CAPRON, Mgr.


12 TWO-INCH SPRINGS INCLOSED IN UPHOLSTERING
COIL SHOCK-ABSORBING SPRINGS
HINGE JOINT
LINK JOINT FOOT REST BRACE

Mohawk
Easy Side Seat

If your wife or best girl won't straddle a tandem seat, get a MOHAWK. It permits of her sitting in an easy, natural position, on a seat as comfortable as that in an automobile.

The road ahead is always in view and she can quickly jump off upon the first sign of danger.

If you have a 1913 or 1914 Indian with cradle spring frame you can also attach the MOHAWK spring carrier which will add greatly to the usefulness of the outfit.

Sit Forward Without "Straddling"

Specifications

The genuine leather upholstered seat is 18 inches wide and 15 inches long, placed on 3 inch shock-absorbing springs. The footrest is 6 x 13 inches in size, covered with white rubber matting. Price $15, including skirt guard. Write for a fully descriptive booklet.

Bowen Bros.
54 South Street Utica, New York

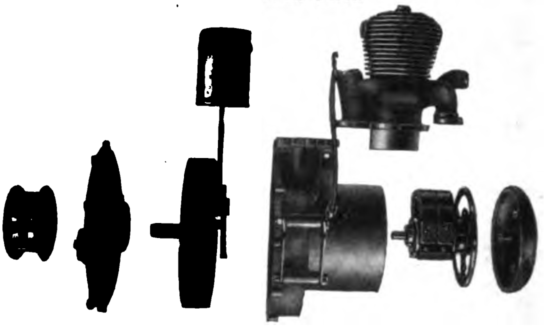
Schickel

3 Against 33

Only three moving parts in the entire Schickel Motor! The piston, connecting rod and fly-wheel. Compare this with the thirty-three or more moving parts on the ordinary four-cycle motor. Consider the silence, the smoothness, the lack of wear in a motor so ideally constructed. Then remember that the Schickel is absolutely without valves, gears, cams or other trouble-creating and wear-producing parts.

TWO STROKE

VALVELESS



Other Powerful Schickel Features

The Schickel Cylinder, with inlet and exhaust passages, is cast in one piece.

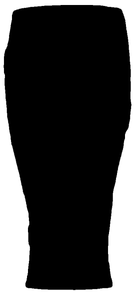
Being two-cycle, the Schickel gives twice as many explosions as a four-cycle motor—hence, the power impulses are more sustained and continuous.

Having but three moving parts, all running in oil, the Schickel is remarkably silent. The aluminum tank affords greater silence by deadening the sounds due to vibration.

Durability of the Schickel is absolutely assured by its simplicity of design, its three-moving-part motor, and the tank cast integral with the frame members.

Write for the Schickel letter and the Schickel dealers' proposition.

The Schickel Motor Company, 59 Garden Street, Stamford, Con



HALCO "Q D"

No bothersome buckles and straps on the

Halco "Q D" Putties

You can put them on and off in the dark, in a jiffy—and yet the "Q D" fastener holds securely.

The two sizes, Medium and Large, can be adjusted to fit any leg.

In Addition

to the beneficial convenience of the "Quick Detachable" feature in HALCO "Q D" PUTTIES, you get the finest selected leather, thus assuring of long wearing quality.

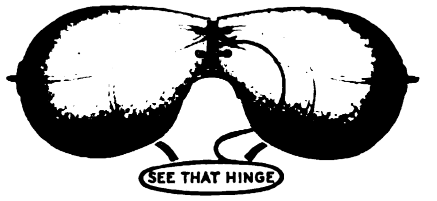
Write on your letterhead for catalog P. D. Q., and mention your dealer's name.

Pat. Appl'd For

The Quickest Seller Ever Sold

Everybody's Buying Them

THE HAGERSTOWN LEGGING CO., Hagerstown, Md.



The Autoglas

Patented May 2nd, 1911

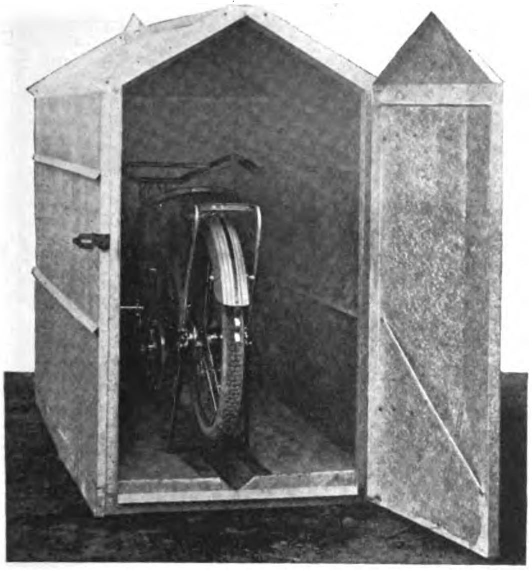
The only comfortable goggle. **The only efficient eye protector**

WITHOUT rims, hinged at the center, neat and inconspicuous; conforms to the contour of the face, excludes wind as well as dust, and at the same time affords absolutely unobstructed vision. Temples covered with composition of silk and cotton makes them easy on the ears. Lenses either amber color or white.

Any Optician, Sporting Goods or Motor Supply House can equip you. If they haven't them, write to us. We'll see that you get them. Over 25,000 Now in Use.

F. A. Hardy & Co. Dept. C **Chicago, Ill.**

Portable Steel Garage



House your Motorcycle in this Steel Garage—fireproof and weatherproof—built for the motorcyclist's needs.

TWO SIZES

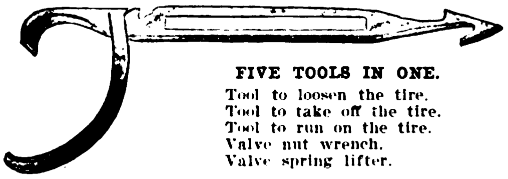
Length, 7 ft. 7 in.; Width, 2 ft. 10 in.; Height, 5 ft. 6 in. Price $30.00.
Length, 7 ft. 7 in.; Width, 5 ft. 6 in.; Height, 7 ft. Price $50.00.

Dealers—Write for special proposition.
Riders—Write for Booklet.

KELM & BURBACH, 387 Third St., Milwaukee, Wis.

HUMDINGER

THE MOTORCYCLE TIRE JIMMY



$1.00 Postpaid with Directions

FIVE TOOLS IN ONE.
Tool to loosen the tire.
Tool to take off the tire.
Tool to run on the tire.
Valve nut wrench.
Valve spring lifter.

Works on any—including 3½ inch tires. A tire has been taken off and put on in 15 seconds. "Saves hide and hair" says one dealer. Money-back guarantee goes with each tool. Circulars for the asking. Do it now!

Motorcycle Tire Jimmy Co., St. Marys, Ohio

Mott Steel Rims

Light, Durable, Powerful, Strong, Resilient

Made in a plant devoted exclusively to the manufacture of steel rims. Efficient mechanics, highest quality of materials and every period of construction watched carefully, combine to make Mott Rims of the very highest satisfaction and efficiency.

All Mott Rims bear the stamp of the Clincher Auto Tire Manufacturers' Ass'n.

REG. U. S. PAT. OFF.

Get our prices on your 1914 requirements.

MOTT WHEEL WORKS - UTICA, N. Y.
H. T. Roberts, Sales Agent, 418 Grand Ave., Chicago, Ill.

Is It Wise to save a few cents by buying a cheap porcelain or mica plug and then spend Dollars, Hours and Temper locating and remedying the trouble that is sure to come? Be wise. Specify the

HERZ PLUG "BOUGIE MERCEDES"

for your new motorcycle. You will gain these highly satisfactory results:

FIRST: You will forget your Plugs altogether.

SECOND: You can feed as much oil as you like. HERZ PLUGS never "soot up."

THIRD: You never have to clean or take apart or so much as touch your HERZ PLUGS.

LAST BUT NOT LEAST: You can throttle down more and feed a poorer mixture, which means

A CONSIDERABLE SAVING IN GASOLINE

The reason? HERZ PLUG brings 100% of the current generated in the magneto to the scene of action, viz., the explosion chamber. There is *no loss of current* through cracked porcelains or oil soaked mica. HERZ PLUGS are

Stone and Steel

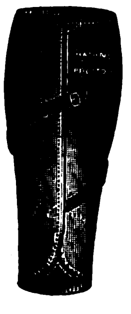
Make the best investment of your life. Buy HERZ PLUGS ("Bougie Mercedes") from your dealer.

Guaranteed a Year

Lasts Two to Three Years

20 Years on the Market

HERZ & CO., 245 West 55th Street, New York



Pat. Applied For

Quick As A Wink

That describes the time taken to put on and take off our newest legging.

NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

Just out—selling fast already.

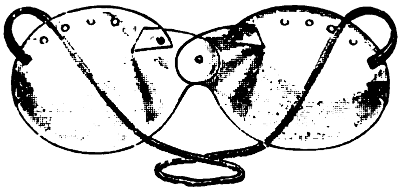
NATHAN NOVELTY MFG. CO.
88A Reade St., N. Y.

GUARANTEED SUPPLIES

For 10 years we have issued the leading catalog. Prices are lower than you are used to paying. We prepay all charges. On Motor parts we save you one-half. Write today.

Motorcycle Equipment Co., Hammondsport, N. Y.
Pac. Coast Branch, 3664 So. Main St., Los Angeles, Cal.

The *modern* and *sanitary* way of *protecting the eye*:



THE GEORGE GOGGLE

The George Goggle is the Sensible Eye Shield

It is the lightest goggle in the world. You can hardly feel it on your face.

It affords an unobstructed view in every direction, as with the naked eye—not like "horse-blinders."

The George Goggle is made of flexible material in three colors, amber, white, and smoked. It cannot break, and injure eyes with glass particles, as with glass goggles.

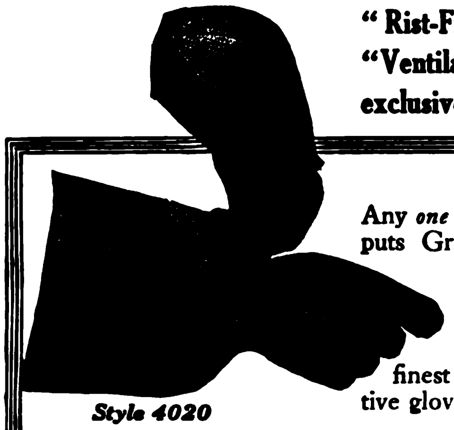
There is no light refraction to blind you. In noon-day glare there are no reflected rays.

The George Goggle fits any face, automatically adjusting itself to its contour, excluding all dust, wind and flying particles. There is no germ-breeding felt to touch the face. The George Goggle is the only sanitary eye-shield made.

25c

If your dealer does not yet stock the George Goggle, send 25c. to

THE HUGH E. KING SALES CO.
(Not Incorporated)
511 HEYWORTH BLDG.
CHICAGO ILLINOIS



"Rist-Fit" — "Grip-Tite" "Ventilated Back"—three exclusive Grinnell features

Style 4020

Any *one* of these features puts Grinnell Motoring Gloves in a class by themselves. And *all three* assure you the finest and most distinctive gloves you can buy.

Grinnell Gloves

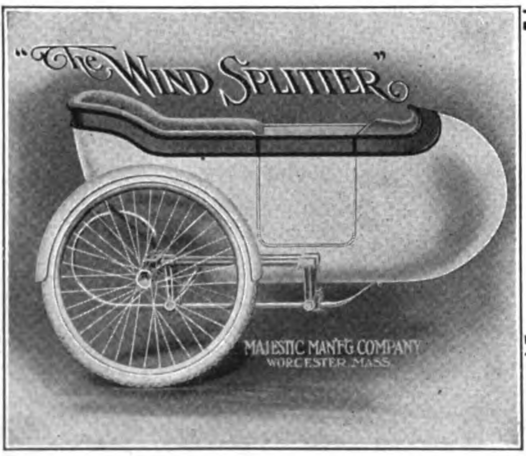
Sold with a Bond

are of the very highest quality. We have been making them for 58 years—of finest selected Reindeere and Coltskin—soft as velvet, wears like iron. They are washable in soap and water or gasoline—dry like new. And only in Grinnell Gloves do you get Grinnell "Rist-Fit," "Grip-Tite" and "Ventilated Back."

Ask your dealer for Grinnell Gloves. If he does not carry them, send us his name and your size. We will send your selection on approval. Handsomely illustrated booklet with samples of leather on request.

Morrison-Ricker Manufacturing Co.
(*Established 1856*) 27 Broad St., Grinnell, Iowa
San Francisco Chicago Newark

MAJESTIC SIDE-CARS
"Don't Forget the Girl"



HONESTY OF PURPOSE
Backed by
Experience, Equipment and Capital Insure Our Patrons the Utmost Service, Durability and Quality
Write for Booklet
Majestic Manufacturing Co.
WORCESTER, MASS.

Motorcyclists!

Insist on the Best

Don't be contented with merely a 4-point plug; only V-Rays are genuine. To be sure of more power on less gas use a

V-Ray **Spark Plug**

This Trade Mark Identifies the Genuine V-Ray

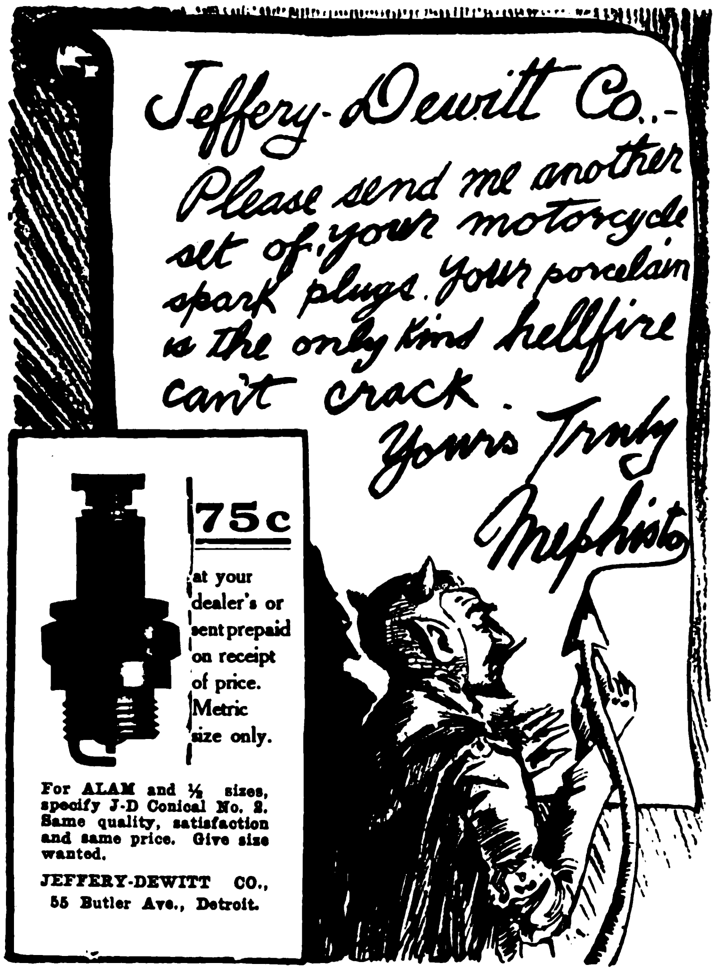
Cannot be injured by heat or oil. Guaranteed to "Deliver" all the time.

TWO TYPES

Porcelain	"Mika"
$1.00	$1.25

AT ALL DEALERS ALL JOBBERS

The V-Ray Co.
MARSHALLTOWN, IOWA



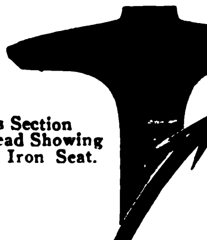
Jeffery-Dewitt Co.,-
Please send me another set of your motorcycle spark plugs. Your porcelain is the only kind hellfire can't crack.
Yours Truly
Mephisto

75c

at your dealer's or sent prepaid on receipt of price. Metric size only.

For ALAM and ½ sizes, specify J-D Conical No. 2. Same quality, satisfaction and same price. Give size wanted.

JEFFERY-DEWITT CO.,
55 Butler Ave., Detroit.



Cross Section of Head Showing Cast Iron Seat.

STEADY POWER

Motorcycle makers find that this valve holds its seat well, giving full compression and steady power in spite of the most severe usage.

The Cast Iron Seat Valve

has a rim of cast iron welded to the under side of the head which minimizes pitting. The head and stem are of special heat treated steel to resist warping and breakage.

Two years of satisfactory service proves that this valve is peculiarly adapted to the motorcycle engine.

The Electric Welding Products Co.

"A Valve Department for Motorcycle Makers"

CLEVELAND, OHIO

DO YOUR CHAIN ROLLERS BREAK?

A sprocket which is not of the correct dimensions or has improperly cut teeth will break rollers and otherwise quickly wreck a chain.

Such sprockets have caused much chain trouble during the past year, and we have spent much time in the interests of the industry to the end of correcting it. At the same time we have produced a new chain with heavier rollers and broader side bars, made of special analysis steel—the highest quality we can secure for the purpose.

The new Diamond is the ideal chain for your motorcycle—whether the lightest or the heaviest and highest powered machine.

For sale by jobbers and dealers

Look for this
TRADE ◇ MARK
on every link

Diamond Chain & Mfg. Co.
Indianapolis, Indiana
Capacity, 8,000,000 feet per year

FIDELITY TAIL LAMPS

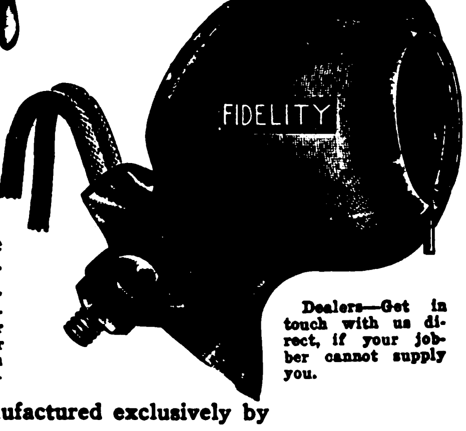
THE ONE PIECE ALUMINUM LINE

ACETYLENE GAS

A small, neat lamp with an adjustable bracket—held firmly in place by means of a lock washer—has a clear lens for illuminating license.

STAYS LIGHTED

$1.50 TO THE RIDER



ELECTRIC

A small, solid bracket lamp, with an Ediswan socket—has a clear lens for illuminating license—can be used with any electric lighting system.

$1.75 to the rider, complete with bulb. Any rider who is unable to get our lamps from his dealer can obtain them from us direct.

Dealers—Get in touch with us direct, if your jobber cannot supply you.

Manufactured exclusively by

FIDELITY BRASS MFG. COMPANY
730-738 W. Monroe St., Chicago

Dependable Supplies
Sold Wholesale Exclusively

KEYSER FRY

Trade Factor and Jobber of

Everything for the Cycle

READING, PA.

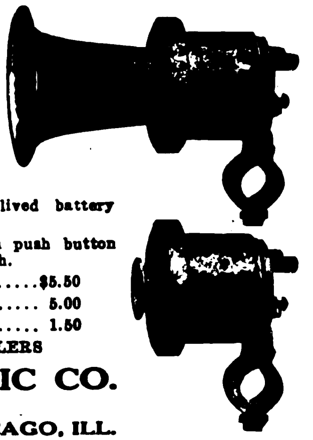
Each transaction here carries with it a guarantee of square dealing and service, which, with fair prices, should attract your patronage.

Catalog and Supplements for the Asking.

Cornish

L. H. CORNISH
MANUFACTURER'S SALES AGENT
BICYCLE AND MOTORCYCLE ACCESSORIES
335 FAIRFIELD AVENUE
STAMFORD, CONN.

Can handle a few new
live Accessories



SAMSON
Motorcycle Horns
LOUD—STRONG—SIMPLE
THOUSANDS IN USE

First ELECTRIC HORNS especially designed for motorcycle work.

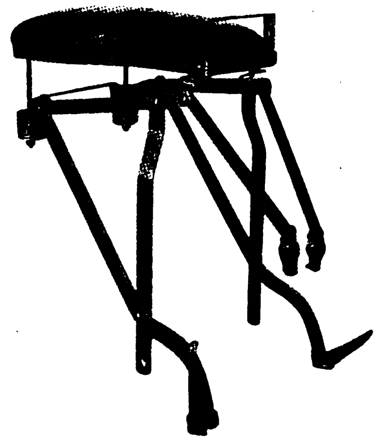
No. 30 Case and Special No. 3 long-lived battery recommended.

Furnished in two models complete with push button and cord. Nickel or black enamel finish.

No. 25 Motorcycle Horn	$5.50
No. 22 " "	5.00
No. 30 Case and Battery	1.50

LIBERAL DISCOUNTS TO DEALERS

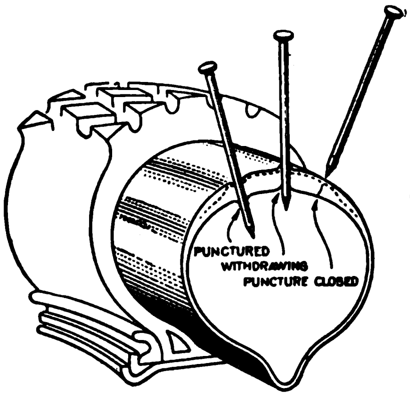
AMERICAN ELECTRIC CO.
Makers
State and 64th Sts. CHICAGO, ILL.



$10.00 for the tandem with cushion, folding foot rests, handle bar and the saddle shape top; strong, durable and full of spring support. The rocky roads will look like boulevards when your machine is equipped with our No. 140 tandem.

One agent wanted in every county. Write us at once for further information.

Wald Manufacturing Co.
Martin Ave. & N. 18th St.
Sheboygan, Wis.



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by repair of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

VOORHEES RUBBER MFG. CO.
Sole Manufacturers
Main Office and Works: 18 to 46 Bostwick Ave.
JERSEY CITY, N. J., U. S. A.

NEW YORK STORE
38 Vesey Street

BOSTON STORE
280 Columbus Ave.

TEMPTING MOTORCYCLE BARGAINS

You will find in our large, high grade assortment of slightly used motorcycles, probably just the Motorcycle you want at just the price you want to pay.

Send us a postal for Complete Bargain List and Prices.

GREEN'S PURCHASING AGENCY
Dept. M. I., 62nd St. and Central Park West New York City

Red Head
TRADE MARK
SPARK PLUG

All Sizes and Styles $1

Emil Grossman Mfg. Co., Inc.
Bush Terminal, Building 20, Brooklyn (N. Y. City), U. S. A.
944 Woodward Ave., Detroit, Mich.

The leading motorcycles are equipping for electric lighting with EDISON MAZDA Lamps, the kind backed by 35 years' experience in making 500 million EDISON Lamps. Write for particulars and interesting booklet.

EDISON LAMP WORKS
of General Electric Company
HARRISON, N. J. 5005

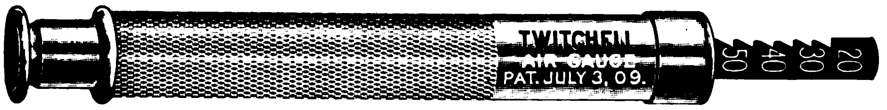
CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 23, Station N.
New York City

The New Positive Lock Stop

TWITCHELL

AIR GAUGE



is not only tire insurance, but in the case of motorcyclists, it comes pretty near being accident insurance as well.

When you are riding on two wheels, a blowout is very much more dangerous than when you are riding on four.

A tire tested as to its inflation by a Twitchell gauge will not blow out.

If it is economy to keep your tires inflated to the requisite pressure in an automobile, where the weight and jolts are distributed among four tires, how much more so in a motorcycle, where the entire burden and jar fall on two wheels only.

The use of a Twitchell will not only keep down your tire expense, but will give you besides the peace of mind which comes from a sense of safety.

PRICE ONE DOLLAR

For Sale by Jobbers, Dealers, Garages or

THE TWITCHELL GAUGE CO., 1213 Michigan Ave., Chicago

EVERY MOTORCYCLE DEALER AND RIDER

Should Have a Copy of the

New and Entirely Revised Edition of the

Motorcycle Manual and Trade Directory

An invaluable hand-book of Motorcycle information for the rider, dealer, jobber and manufacturer. Complete, accurate, authoritative and up-to-date.

THE PRICE IS 25 CENTS

A Dollar's Worth for a Quarter

Special prices to jobbers and dealers when ordered in lots of ten or more copies.

THE MOTORCYCLE MANUAL 51 Chambers Street
New York City

Firestone Cycle Tires

When speed brings you to the point where you're only "hitting the high spots" Firestone Cycle Tires give you the right road grip.

High speed confidence is ever present with the Firestone protected motorcyclist.

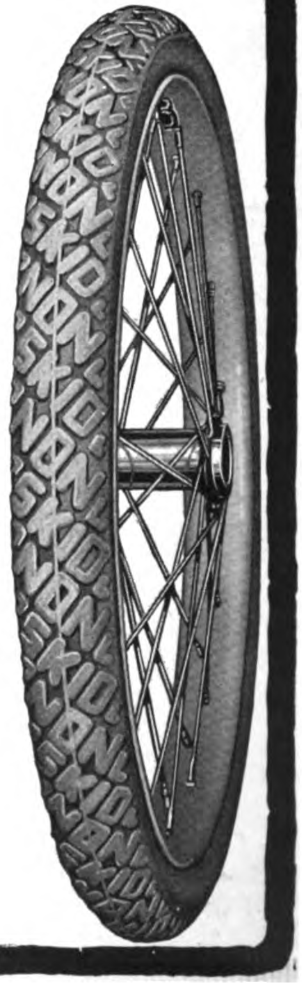
He rides with maximum freedom from mishap or delay over the slippery uncertainties of wood block and asphalt pavements and the yielding sand or lumpy clay ruts of country lanes.

Firestone experience and skill—so well known to the motoring world—are back of every Firestone Cycle Tire. For these the fabric is specially woven; the rubber is specially treated.

Firestone Cycle Tires are safe and sure on the rim. Tread comes in two styles—corrugated and regular Firestone Non-Skid. Four sizes—28x2½, 29x2¾, 28x2¾ and 28x3.

Specify them for your new mount or get them for your old from any leading dealer and enjoy

Most Miles per Dollar



Firestone Tire and Rubber Company
"America's Largest Exclusive Tire and Rim Makers"
Akron, Ohio—All Large Cities
Pneumatic Tires, Truck Tires, Pleasure Electric Tires, Carriage Tires,
Cycle Tires, Fire Apparatus Tires, Rims, Tire Accessories, etc.

Ride A Cushion Suspension

And You Are At the End of Saddle Trouble

Cushion Suspension No. 2 (New)

¶All the ease of a soft padded cushion—all the elasticity of the stretched leather—all the strength of a steel base without its stiffness—these are the features of the new Mesinger Suspension Cushion Saddle.

¶The Mesinger Suspension Cushion is the most costly saddle to make. Nothing but the very highest grade of materials can be used—only the most skilled labor can be employed in its construction. But the riders want the best and are willing to pay a little more to get it.

¶Note the narrow pommel. This is an exclusive feature of Mesinger Saddles. It means absolute ease and safety.

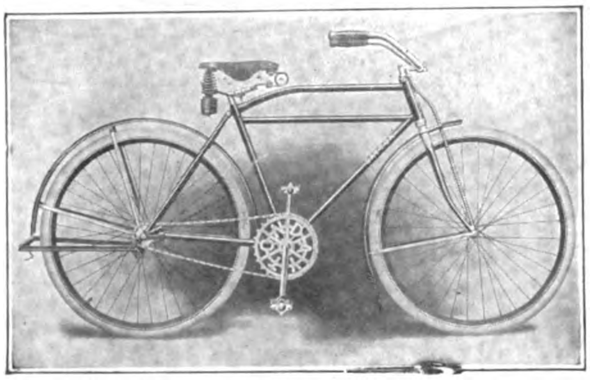
¶"Like gliding along in a boat on calm water." That is what one rider said of the seating comfort of the Mesinger Cushion Suspension Saddle. And you will say the same.

¶If you fail to fit a Mesinger Saddle to your machine this season you will miss true riding service and comfort.

"ASK THE RIDER AND WATCH HIM RIDING"

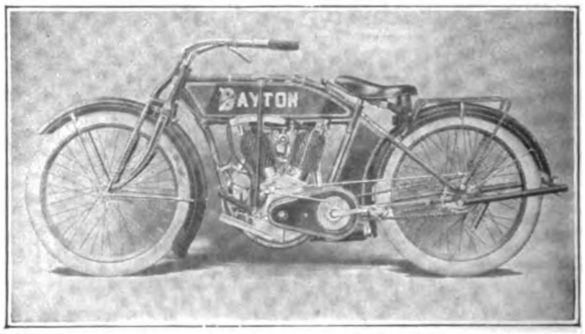
H. & F. MESINGER MFG. CO.

144th Street and Austin Place, New York



Dayton Bicycle

Ever since the beginning of the bicycle industry this name has been synonymous with the newest and best of bicycle construction. This type (model 122) is one of the late, practical, serviceable models we offer. Send for catalogue.



Dayton Motorcycle

The big red husky Dayton has made good with motorcycle riders everywhere. The score of pleased riders who use Daytons are the strongest testimonials that could possibly be paid it. Everywhere, under all conditions, the Dayton is giving riders the best service. Send for catalogue.

These two products are designed and built in the largest cycle factory in the world

This carries a weighty message to everybody—to you, whether you are a rider or a dealer.

It means a product that has been planned, bettered and built in the biggest possible way year after year.

It guarantees you all you could possibly demand if you were mechanical enough to demand the best of construction and exacting enough to demand the latest in modeling.

It means a minimum of cost to you—made so by a maximum of factory operation.

It means an unlimited prestige to you as an owner. 51 years of designing and building stand behind every product turned out by this factory in the year 1914.

It means the last word to you in satisfaction—from the standpoints of **service performance** and **pride in ownership.**

The word Dayton guarantees all this to you.

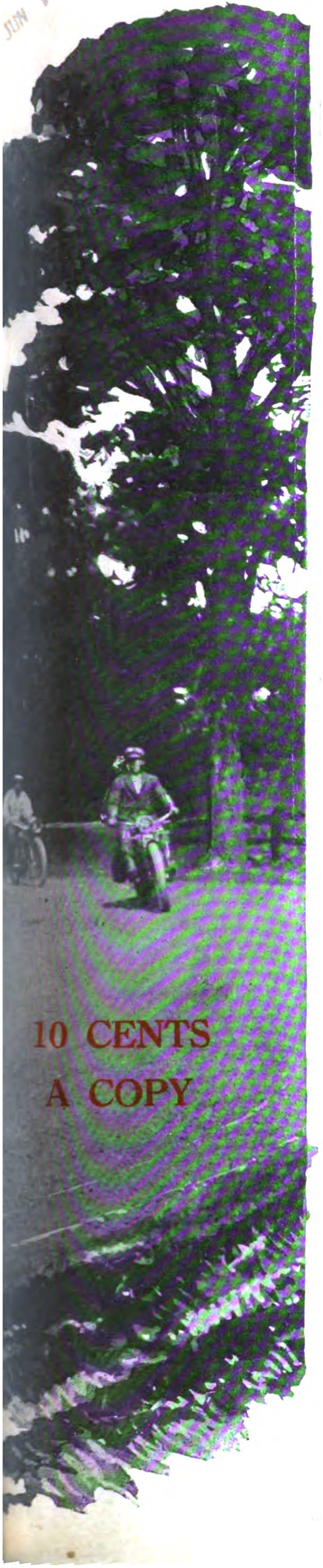
There's a big opportunity for dealers who associate themselves right now with the Dayton products

Our offer to the right kind of dealers is in the form of an exclusive franchise. We offer every kind of direct dealer help—catalogs, pamphlets, pennants, sweaters, window signs, newspaper advertising, etc. Cashing in with this strong agency is possible for you—any responsible cycle dealer, or business man who is quick enough to appreciate the opportunity and quick enough to grasp it. A wire or special delivery today will bring our complete dealer's proposition to you by return mail. Doing so will obligate you in no way at all, and may open up for you this year a way to bigger, better business.

Davis Sewing Machine Company

Dept. B Dayton, Ohio

Established 51 Years Ago.



10 CENTS
A COPY

ERWIN BAKER'S OWN STORY

Of His Record-Breaking Transcontinental Trip

MOTORCYCLE ILLUSTRATED

Thursday SECOND MAY NUMBER **May 28**

A Motorcycle Runabout
for Two

**Indian Motocycle
With Side Car**

ALL the touring pleasure, comfort and efficiency of an automobile at the cost of trolley fares. That's Indian Side Car-ing. A spin in a summer's evening. A week-end trip. A coast to coast tour. The Indian Side Car is *a comfort vehicle* serving your every desire.

This is the second year of the Indian Side Car. It is already as famous as the machine to which it is attached. Beauty of design—luxurious ease—strength with lightness—these things characterize an Indian Side Car pre-eminently.

Its trig body speaks of interesting road companionship—of jaunty hours spent in keen out-of-door enjoyment. Side Car-ing is a new phase of motorcycling—and an extremely popular one.

Side car equipment *doubles* your motorcycling fun and utility. *There is no other motor-vehicle in the world providing so much comfort, healthful delight and recreative opportunity for so little cost.*

The superior features of the Indian Side Car are fully set forth in a booklet just issued especially covering this one subject. There's a lot of brand new stuff in it that's mighty well worth looking over. Write for a copy today.

HENDEE MANUFACTURING CO., - Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago Dallas Kansas City Minneapolis Denver San Francisco Atlanta
Toronto Melbourne London

THE [illegible] INDIAN

Prest-O-Lite

Prest-O-Lite for Motorcycles

"My Lighting System must be as sturdy as my Motorcycle!"

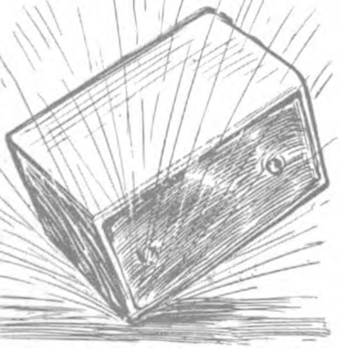
You wouldn't buy a motorcycle not sturdy enough to stand hard usage on rough roads—liable to fall to pieces the first time it tipped over.

Apply the same judgment to the purchase of a lighting system.

We back up the safety, saving, and satisfaction of Prest-O-Lite with a genuine money-back guarantee—you can try it 30 days FREE if you wish. Insist upon the same guarantee and free trial before you accept any other lighting system.

How About This?

Ask any dealer who recommends electric light to drop one of the toy storage batteries three feet on the pavement and see what happens. Then you'll see what would happen to your electric lighting outfit when your machine takes a spill. Some riders have found this out by costly experiment.



Remember!

We have often told you the story of the effect of vibration and jolts on batteries and other delicate apparatus. Experience of motorcycle riders proves the truth of what we say. Your safety is too important for you to take chances on unreliable light. Prest-O-Lite is simple—safe—troubleproof.

In first cost and operating expense, Prest-O-Lite costs far less than any other system of brilliant lighting. It is solid and substantial. Takes no power to operate. The most *convenient* system you can use.

Many dealers offer combinations of equipment at attractive prices. In any such combination you can get Prest-O-Lite instead of some inferior system, if you insist. If you know the facts, you will insist.

Use the coupon

Fill out and mail the coupon—today. It brings you all the facts on motorcycle lighting. Do it NOW.

The Prest-O-Lite Company, Inc.
246 Speedway
Indianapolis, Ind.
(Contributor to Lincoln Highway)

Exchange Agencies
Everywhere

The
Prest-O-Lite
Co., Inc.,
246 Speedway,
Indianapolis, Ind

Send facts on
motorcycle lighting to

. . . .

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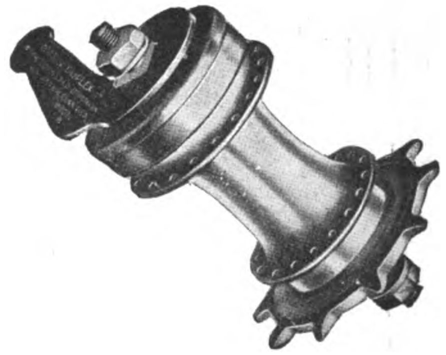
"Corbin Control Means Safety Assured"

Years of dependable service have won for the

CORBIN

Coaster Brake

the preference of a majority of bicyclists everywhere. Today it is considered the logical brake equipment.



You can coast the steepest hills or thread the most crowded city streets with absolute security. The slightest pressure of your foot puts your bicycle under instant and sure control. When coasting, your feet are at rest and in a position to reduce speed or to bring the wheel to a sudden stop at will.

Write for Catalog

The Corbin-Screw Corporation

THE AMERICAN HARDWARE CORPORATION, Successors

NEW BRITAIN, CONN.

BRANCHES: **New York** **Chicago** **Philadelphia**

Diamond
From Maine
To
California

Over every imaginable road and through every variety of weather, time and again

Diamond

Safety Squeegee Tread

Motorcycle Tires

have shown themselves the strongest-built, the biggest-mileage tire ever made. They have conclusively proven their class in many a hard-fought endurance run—have for years stood among the motorcycling fraternity for the best "road-fighter" to be had.

There is something back of this record—this all 'round satisfaction —it is simply a "play-square" policy with the motorcyclist—a policy that puts only the best of Diamond efforts into the tire—with best of materials, best of labor. You can't judge a tire by its appearance—you've got to "hit the road" with it—to test it under fire. *That's* when DIAMONDS will win your loyalty —*they stand by you in the tight places.* DIAMOND scientific tire construction brings you certain advantages not found in other tires. Think them over:

MORE MILEAGE STRIP *(20% more wearing surface)*	PERFECT RIM CONTACT *(End of your rim troubles)*
NO-PINCH SAFETY FLAP	POSITIVE NON-SKID TREADS

That last advantage in particular is too big to be overlooked. You know the danger of a nasty spill by a sharp turn at high speed—a car-track crossed at the wrong angle. But you can ride with absolute confidence on DIAMONDS. You can just feel those Squeegees digging down under you and gripping like a vice. Get that "life-insurance-feeling"—ride on

The Tread with the Gripping Squeegees!

"For Miles and Miles and Miles!"

TWO-SPEED YALE STOLEN

Motor No. 25434 **7-8 H. P. Twin**

Owned by

EDW. G. GLERTE, P. O. Box 14, Lindenhurst, L. I., N. Y.

Motorcycle dealers are especially requested to watch for this machine and to report to this company if it is located.

This company will pay

$25 REWARD

for the arrest and conviction of the thief.

The CONSOLIDATED MFG. CO., 1730 Fernwood Avenue, Toledo, Ohio

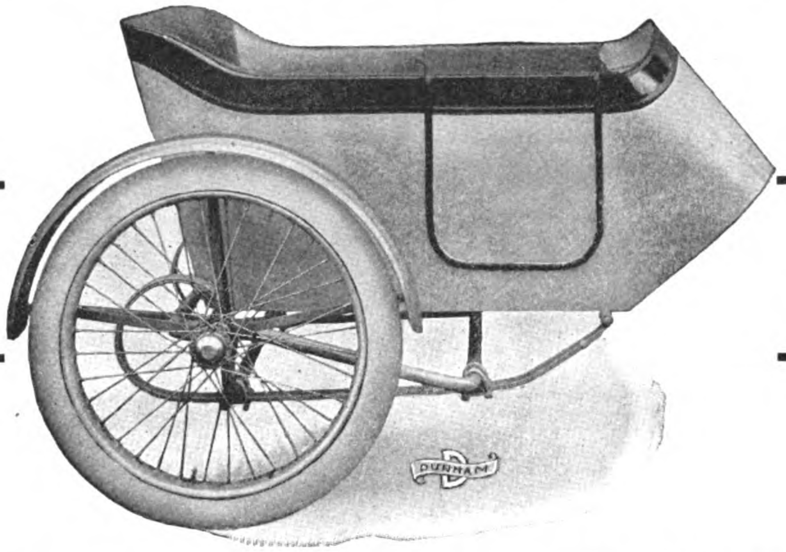
Pacific Coast Representative, THE YALE-CALIFORNIA COMPANY, Los Angeles and San Francisco

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, and all kinds of Drop Forgings.

When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.

"THE CAR BEAUTIFUL"

$80



$80

$95 WITH TOP, WINDSHIELD AND SIDE CURTAINS

Here at last we have the real "Pierce-Arrow" of sidecars—positively the most luxurious, the strongest and the handsomest sidewheeler ever built for the American rider—and the most expensive to MAKE. Compare the specifications of materials used with those of the highest priced automobiles on the market. You'll find the same principle of careful selection practised in both instances. "The Car Beautiful" has been built for the particular rider—for the extra-hard-to-please man who is looking for the top-notch of sidecar qualities, yet with a keen eye to values. One of these sidecar critics enthusiastically said with much emphasis that our new car is

We are still pushing Model No. 1

The Latest and Greatest Achievement in Sidecar Construction

We are still pushing Model No. 1

SOME DETAILS OF THIS NEW WONDER CAR

CHASSIS: Full underslung spring suspension, giving very low center of gravity for car and occupants. Two-leaf scroll springs, ¼ inverted at front and ¾ roll at rear, RUNNING FULL LENGTH OF CAR, with consequent "easy" riding qualities found only in the highest priced automobiles. Frame is made of 10 gauge seamless steel tubing, 1⅛ in. and 1¼ in. in diameter. All fittings are of toughest steel and every joint reinforced, pinned and solidly brazed.

BODY: Of Automobile construction throughout. Frame of ash covered with first grade steel. Door strongly built to retain its shape, and equipped with partially concealed hinges, as well as invisible lever lock of automobile style and size which is found only in Dunham Sidecars. Upholstering is deep and luxurious and so "built into" seat and sides that it affords much longer wear and can be much more quickly and thoroughly dusted and cleaned than is the case with other sidecars.

FINISH: Body and chassis handsomely enameled and striped to match exactly the finish of motorcycle to which it is to be attached. Each body and chassis is painted and repainted, rubbed and re-rubbed, until, after the last coat of varnish has been applied, the finish even surpasses the beauty and elegance of the highest priced automobile.

WHEEL: From our own design of over-size hub with knock-out axle, and with latest type "CC" rim with 36 spokes. 28 x 3 Goodyear Casing and Tube furnished as regular equipment on all cars.

ATTACHMENT FITTINGS furnished for all makes and models of motorcycle without extra charge. Each and every Car absolutely guaranteed free from imperfection in material or workmanship.

IMMEDIATE DELIVERIES for all makes and models of motorcycles.

List Price, complete, ready to attach.............	$80
Top, Windshield and Side Curtains, extra........	$15

DUNHAM SALES CO., Aurora, Ill.

Write
for this
testing
Sample

GUARANTEED

VITALIC TIRES

TRADE MARK

Here is the Most Startling Tire Guarantee Ever Made

Vitalic Bicycle Tire Guarantee

If Vitalic Tires do not, in your judgment and to your entire satisfaction, prove all we claim for them, you may return them to us and get your money back, or new tires.

Here are Our Reasons for this Unheard-of Guarantee!

Vitalic Bicycle Tires are built of the finest quality Sea Island Motorcycle Fabric frictioned with pure rubber, making it practically impossible to separate the layers of fabric.

Vitalic Tire Treads are made of practically pure rubber, and of extra thickness, with the special Vitalic design, which makes one of the best non-skid tires on the market.

Vitalic Tire Tubes are made extra heavy and of the highest quality selected rubber, giving them the greatest strength and elasticity.

The Fine Quality of rubber used in the Tread, Tube and Friction, together with the specially heavy Fabric, in Vitalic Bicycle Tires, makes the above guarantee possible.

GUARANTEED

VITALIC TUBES

TRADE MARK

Vitalic Pure Gum Red Tubes are made of practically pure rubber.

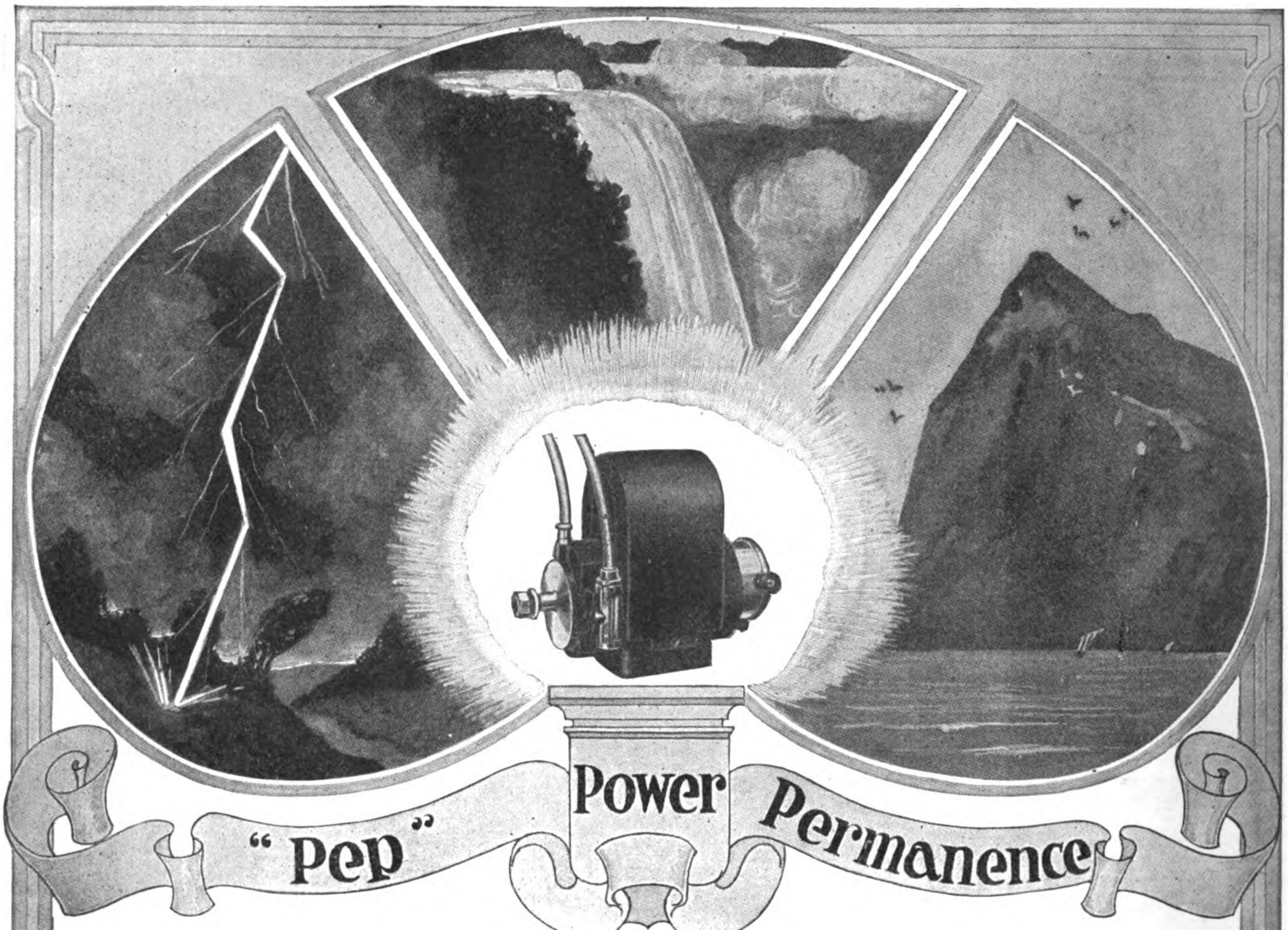
Vitalic Tubes are soft, elastic, pliable and never crack or harden.

Vitalic Bicycle Tires and Vitalic Tubes embrace all the Vitally important qualities that combine to give the greatest service.

CONTINENTAL RUBBER WORKS

802-864 WEST 19TH STREET, ERIE, PA.

**Largest single makers of bicycle tires
in the world**



A new keynote in magneto construction has been struck—"made for the Rider."

You boys that ride—you're the fellows we're trying to please. Of course, we want the manufacturers and dealers to like Berling Magnetos, but in the last analysis **your** wishes rule. Your comfort and pleasure are the things we aim at—your praise is most worth trying for and is sweetest to our ears. For **you** the

BERLING MAGNETO

has been designed.

It's to the little details, worked out for **riders** and often at the suggestion of riders and at their request that our hardest efforts have been put and with the most painstaking care and ingenuity have been worked out.

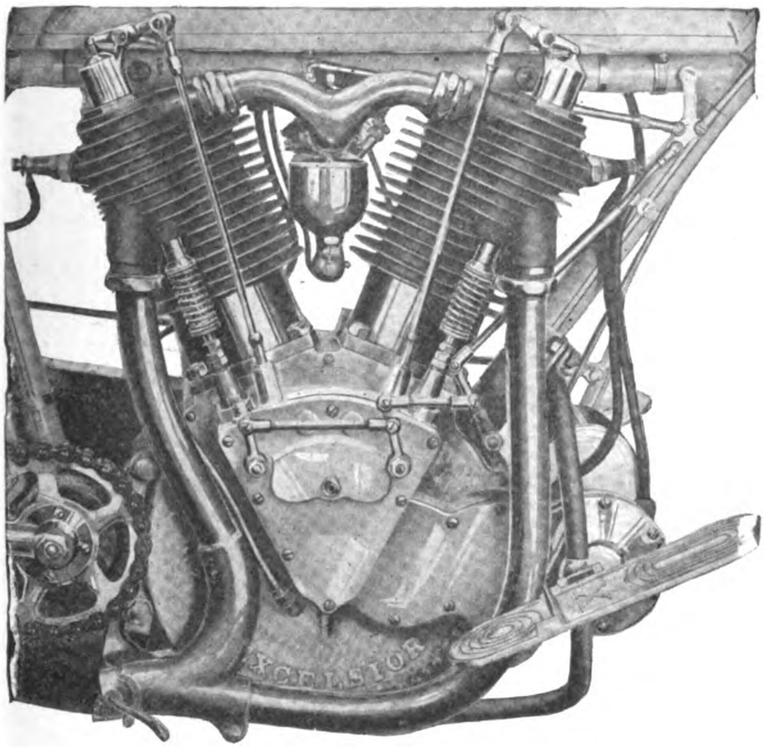
Some of the greatest mechanical geniuses in the country have been devoting night and day to the solution of **your** problems—to the simplification of parts—to the protection of delicate features—to the sturdiness of construction that marks the Berling Magneto—to providing of easiest accessibility of the parts to which you sometimes wish to give attention. Watch for our coming ads describing these details.

Write for Latest Booklet

ERICSSON MANUFACTURING COMPANY

1124 MILITARY ROAD, BUFFALO, N. Y.

THE VITAL ELEMENT



A Motorcycle is only as good as its motor, and the one that is not at all times dependable becomes not a source of comfort, convenience and satisfaction but a constant and increasing bill of expense.

The Excelsior Motor

has been built for seven years without material changes and has ALWAYS MADE GOOD.

Its great power, absolute reliability and consistent operation is the natural result of correct design and the best of materials, built into a motor by men thoroughly experienced in every detail and aided by the most accurate machinery ever devised for the various details of construction.

There is no hand fitting on these motors but every part is finished to absolute perfection on michrometer grinders, capable of adjustment to less than one ten thousandth of an inch.

By such methods, absolute standardization and interchangeability of parts is assured, and in case of accidental breakage there is no delay in fitting new parts, each one taking the place of the old with no fitting or adjustment whatever.

Bear in mind, we build no special motors and the many World's Records for Power, Speed and Economy now held by the Excelsior Auto Cycle have been made with motors of absolutely stock design with no special valve construction, bearings or altered compression. Even in the Ported Racing Motors, there is no special work that could not be done by any thoroughly experienced repair man.

Every Excelsior Motor is like every other of the same type, and when you read of races won or records broken by Excelsior Auto Cycles, you know that if you do not already own, you can buy a machine exactly identical therewith in every particular.

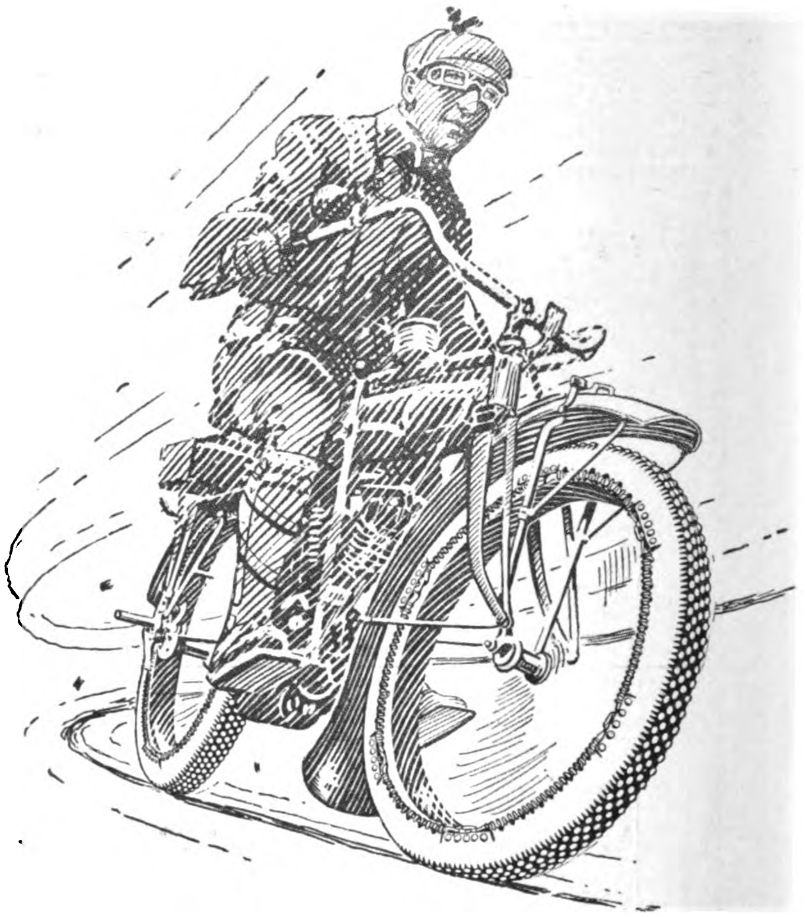
Whether you buy a machine for racing, touring or business, the quality and efficiency of the Excelsior Motor make it the best investment in the Motorcycle field.

Our catalog gives the details of seven models.

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Streets, Chicago

CONTROL YOUR MOUNT!



Did you ever feel your heart jump into your mouth when you suddenly faced a wagon on a wet road, or perhaps a woman or a toddling baby?

You couldn't dodge — you couldn't stop—perhaps.

Only a merciful Providence kept you from the kind of disaster it makes you sick to think about.

You can't always avoid such emergencies, no matter how careful you are. But you can meet them!

You can be ready to dodge or to stop, without fear of slipping, by covering your tires with the always-ready non-skids

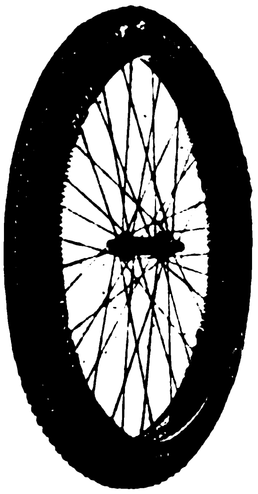
Woodworth Treads

Motorcycle Type

With Woodworth Treads on your wheels, wet roads are as safe as dry. Their steel rivets hold on pavements, asphalt, brick and mud. They enable you to simply forget skidding risks and drive as if all roads were alike.

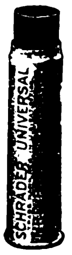
Woodworth Treads prevent punctures and road wear, too. They prolong tire life more than enough to pay their entire cost. You just put them on the wheels and keep them there. For thousands of miles you can just banish skidding and tire troubles from your mind.

Each Woodworth Tread consists of a thin, waterproof, steel-studded chrome leather band, wrapped around the tire and held perfectly snug by coil springs going around each edge. The Treads are easy-riding and guaranteed not to chafe. They are easily attached without removing the tires, and they fit any tires of their rated size having one-half inch clearance each side.



Special Introductory Offer To Riders

If you order one or two Woodworth Treads before June 15 we will give you **free** a Schrader Tire Pressure Gauge, retailing at $1. Send cash or money order: we give you the privilege of returning the Treads for full refund if you are not satisfied after examination. Postal brings booklet with full particulars. Don't risk skidding any longer—write today!



LEATHER TIRE GOODS COMPANY
2310 Whirlpool Street Niagara Falls, N. Y.
Chicago Tire Goods Co., 1810 Webster Ave.
San Francisco, MacDonald Sales Co., 1233-1235 Van Ness Ave.

PRICES, EACH:

26 x 2¼ or 2½", $5.75; 26 x 2½ or 2¾", $6.00; 28 x 2½ or 2¾", $7.00; 28 x 2¾ or 3", $7.50; 29 x 2¾ or 3", $7.75; 30 x 2¾ or 3", $8.00

DEALERS!

Write for literature, discounts and free red and black display cards, which will enable you to cash on the advertising we are doing. No improvement so important to motorcycling has been made in recent years.

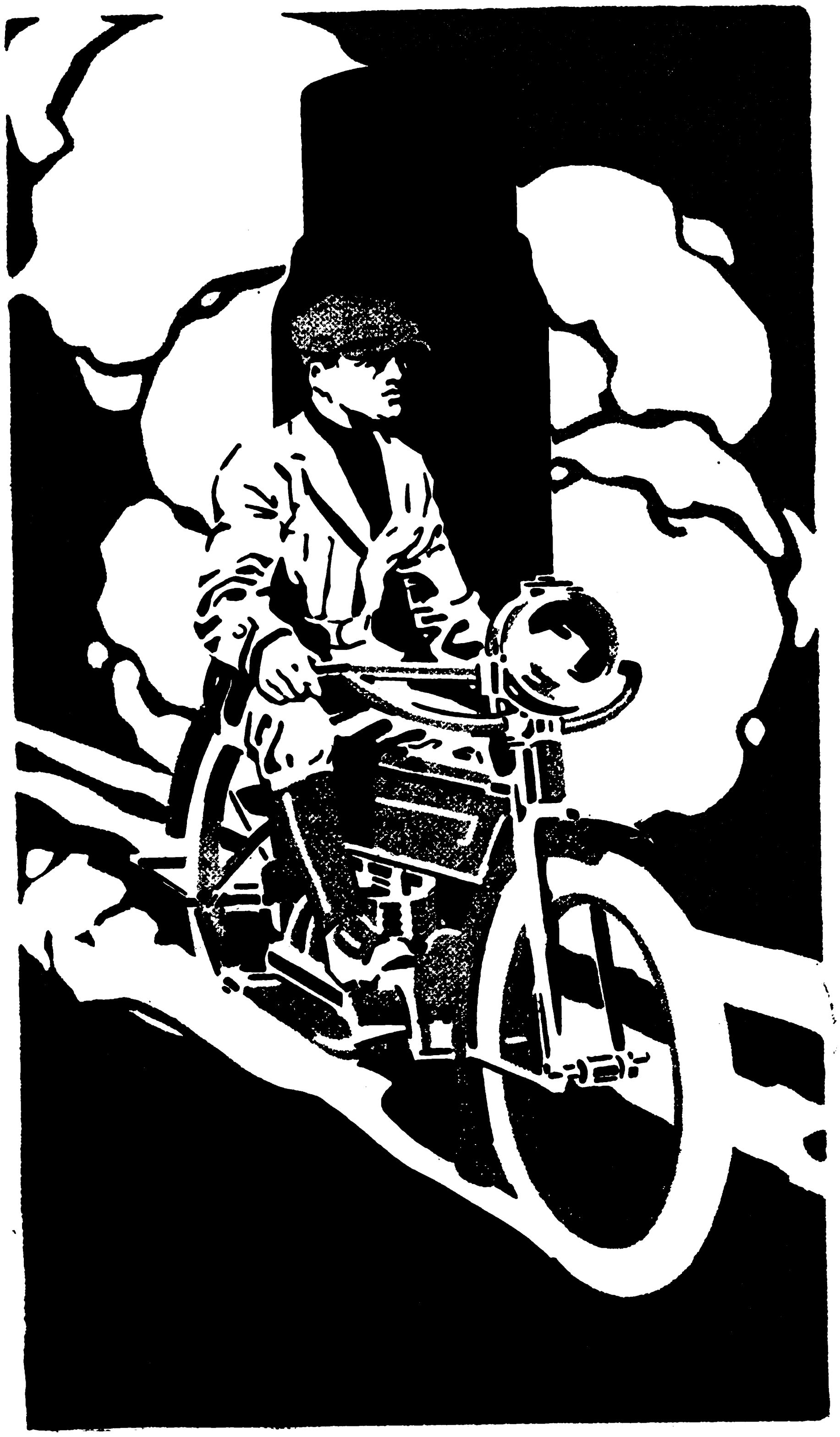
PONTCHARTRAIN
If There's A Crowd it's a HENDERSON
HENDERSON

Things that appeal to a man's good common sense attract attention. That is why the HENDERSON has a group of interested spectators wherever it goes.

It will interest YOU, too, when you have studied our beautiful illustrated catalogue.

"WRITE FOR THE HENDERSON LETTER"
HENDERSON MOTORCYCLE CO. Detroit, Mich.

Schrader
Universal Tire Pressure Gauge



There is as much water for drowning purposes beneath a rowboat as there is beneath a battleship—
and the chances of shipwreck are greater on board the rowboat than on board the battleship—
Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist
who carries a

Schrader Universal

TIRE PRESSURE GAUGE

and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver.

Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

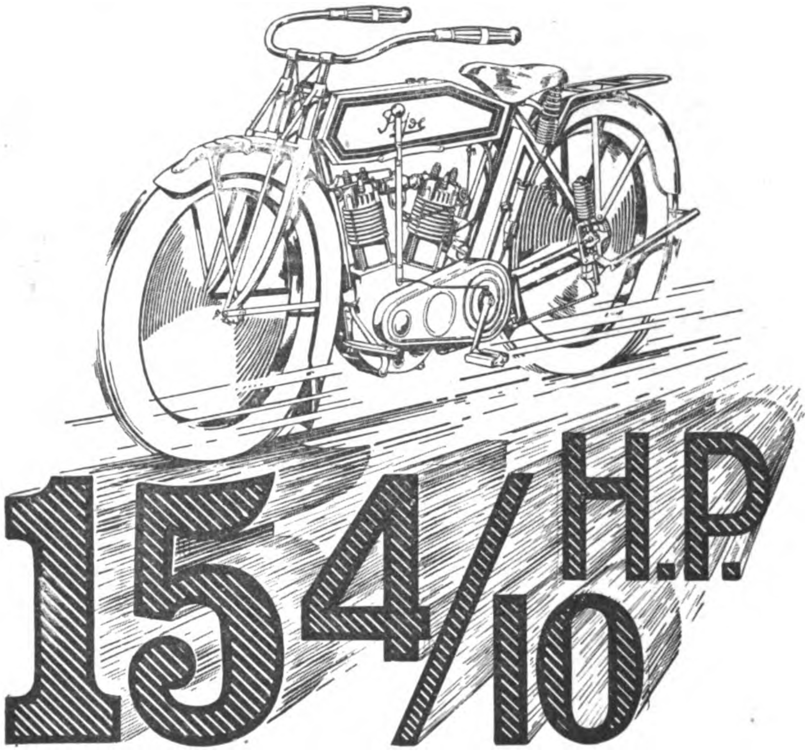
PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

A. Schrader's Son
Inc.
783-791 Atlantic Avenue
BROOKLYN, N. Y.

20 25
40 45
PAT'D MAR. 1, '98. JULY 6, '09. OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. IN U.S. PAT. OFFICE.
TIRE PRESSURE GAUGE

POPE STOCK MOTORCYCLES



WIN BIG EVENTS IN EAST AND WEST

STOCK MACHINES EXCEL OTHERS WHICH WERE STRIPPED

(Copy of telegram from San Francisco, 5/4/19)

"At Santa Rosa, Calif., May 3rd, Pope stock machines win everything. Five mile Valvoline Trophy, A. Chelani first, time 4.38 4/5. Five mile for Santa Rosa cup, A. Chelani first, time 4.38 flat. Five mile stripped stock event free for all, A. Chelani first, time 4.36 flat, Chelani using stock machine with muffler and pipes, all other machines in race stripped to a finish. Five mile private owners race, A. Zettle first, time 4.54. All above events won by Pope machines.

Ship immediately two more Two Speed machines. (Signed) A. CHELANI."

ATLANTA HILL CLIMB

PROVES MACHINES USED EVERY DAY CAN WIN IN RACES

(Copy of telegram from Atlanta, Ga., 5/18/19)

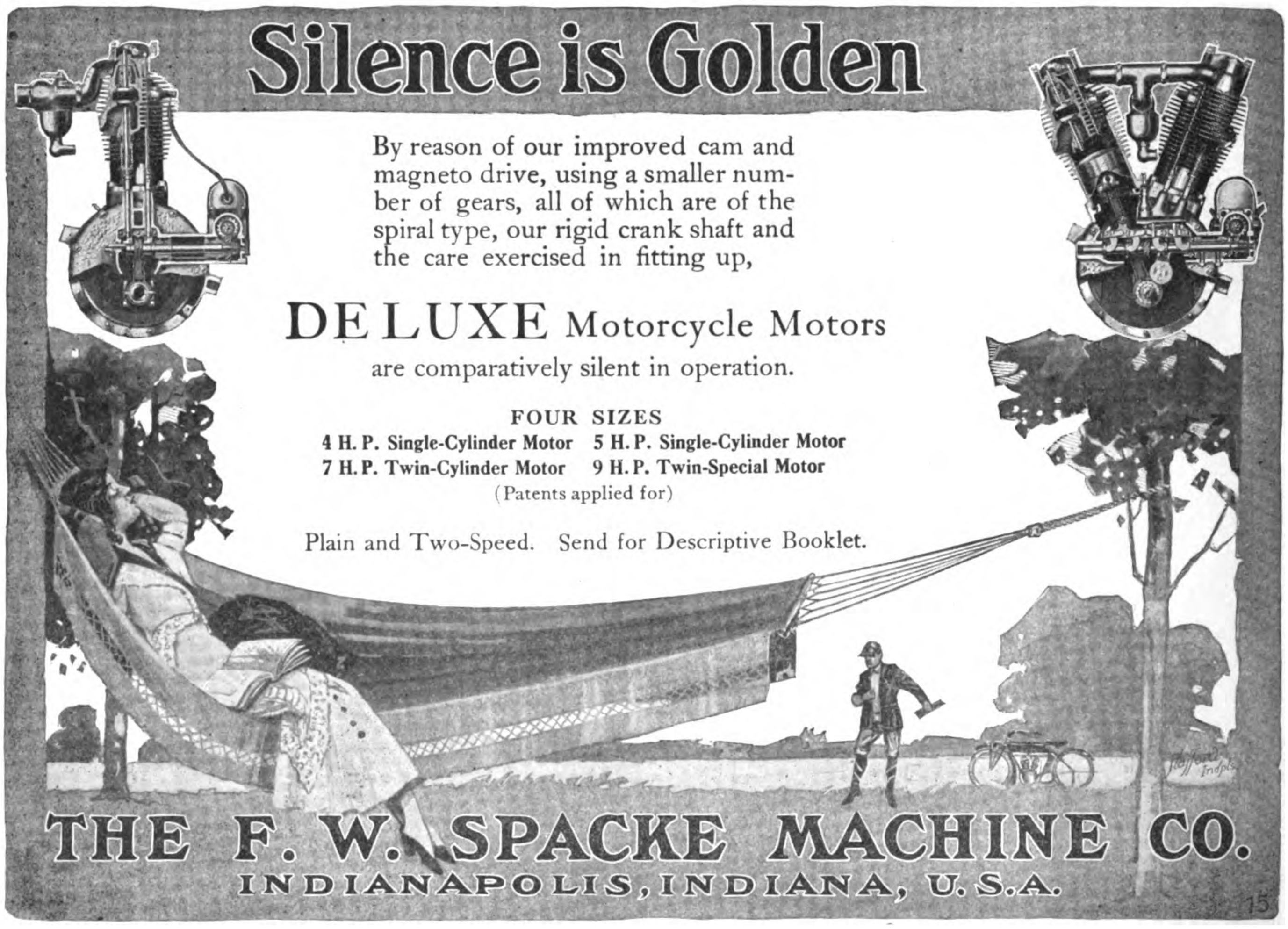
"Annual Stewart Avenue Hill climb May ninth was Pope Day. Nine-tenth mile about four per cent. grade stripped stock event. In single class Nix on Pope won amateur one minute two and one-fifth seconds. Lancaster on Pope won professional one minute and two-fifth seconds. In twin class Nix on Pope won amateur fifty-one and two-fifth seconds, while Lancaster's time, forty-nine and two-fifth seconds beaten only by protested motor. which practically every one acknowledges was special machine, but protest not yet decided. Protested motor not even allowed to run last year. Pope motors strictly stock and used every day by Atlanta business men who loaned them for the hill climb.

Power and Speed are both in our Motorcycles. 36 years experience insures accurate results. Our road test of every machine safeguards Pope riders

FIVE MODELS
MOTORCYCLES
$150 - - $285

THE POPE MFG. CO.
DEPT. A.
WESTFIELD, MASS., U. S. A.

FIFTY MODELS
BICYCLES
Chainless and chain driven



Silence is Golden

By reason of our improved cam and magneto drive, using a smaller number of gears, all of which are of the spiral type, our rigid crank shaft and the care exercised in fitting up,

DE LUXE Motorcycle Motors are comparatively silent in operation.

FOUR SIZES

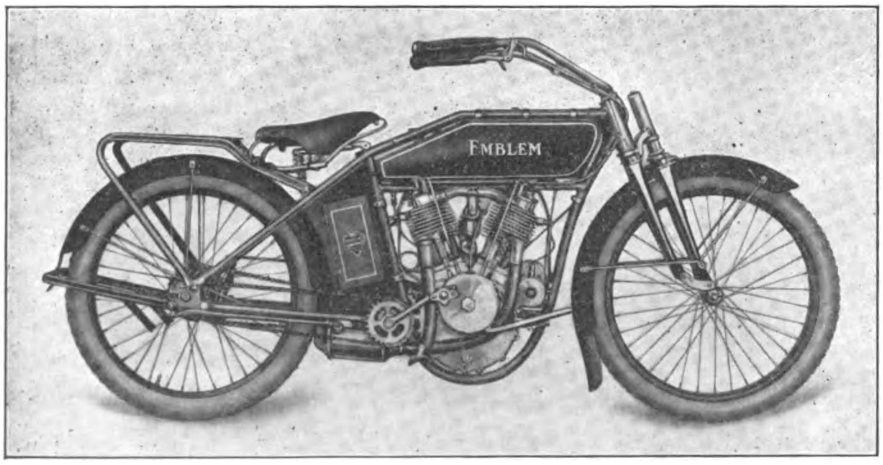
4 H. P. Single-Cylinder Motor **5 H. P. Single-Cylinder Motor**
7 H. P. Twin-Cylinder Motor **9 H. P. Twin-Special Motor**
(Patents applied for)

Plain and Two-Speed. Send for Descriptive Booklet.

THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, INDIANA, U. S. A.

Dealers!—Waiting too Long to Specify Delivery Dates May Cost You Much Money

Do not wait until the season is actually in full swing before ordering deliveries of your Emblems. Have 'em ready and on the floor—so that a buyer can take an Emblem away—and not become disgusted with long delay.



EMBLEM

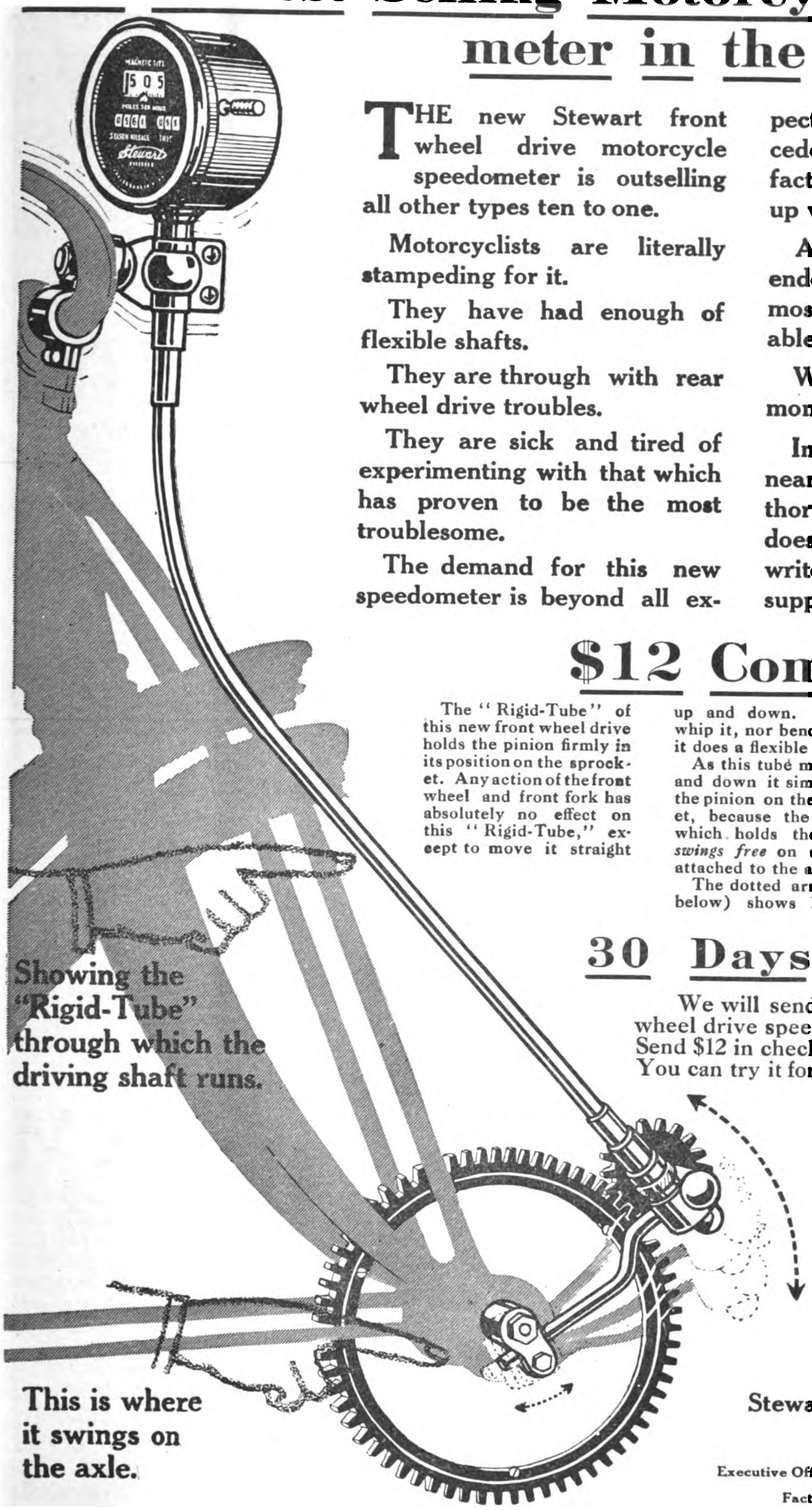
"The Road Master"

Every dealer knows what it means to wait for his machines and have orders cancelled on his hands and return of deposits demanded because of his shortsighted policy of "last minute buying." Get on the order wagon now—remember—

"A Machine in the Store is Worth Two On Order"

EMBLEM MANUFACTURING COMPANY, Angola, N. Y.

The Fastest Selling Motorcycle Speedometer in the World



Showing the "Rigid-Tube" through which the driving shaft runs.

This is where it swings on the axle.

THE new Stewart front wheel drive motorcycle speedometer is outselling all other types ten to one.

Motorcyclists are literally stampeding for it.

They have had enough of flexible shafts.

They are through with rear wheel drive troubles.

They are sick and tired of experimenting with that which has proven to be the most troublesome.

The demand for this new speedometer is beyond all expectations. It eclipses any precedence. It is taxing our factory to the utmost to keep up with the immediate orders.

All of the motorcycle dealers endorse the new Stewart as the most practical; the most reliable and the most durable.

Write us today for our testimonials.

In the meantime go to your nearest dealer and have a thorough demonstration. If he does not have one in stock, write us at once, and we will supply you direct.

$12 Complete

The "Rigid-Tube" of this new front wheel drive holds the pinion firmly in its position on the sprocket. Any action of the front wheel and front fork has absolutely no effect on this "Rigid-Tube," except to move it straight up and down. It can't whip it, nor bend it, like it does a flexible shaft.

As this tube moves up and down it simply rolls the pinion on the sprocket, because the bracket which holds the pinion *swings free* on a swivel attached to the axle.

The dotted arrow (see below) shows how the pinion moves up and down, with the fork, in its position on the sprocket. In this way not one bit of the shock and jounce that the front fork and wheel receive can have the slightest effect on this sturdy, staunch, "Rigid-Tube" front wheel drive speedometer.

30 Days Free Trial

We will send you the new Stewart front wheel drive speedometer right from the factory. Send $12 in check, money order or currency. You can try it for 30 days. If, at the end of that time, you do not like it, you can get your money back without question or quibble.

Don't delay. Get your order in at once, for by all indications, as the season advances, we will be so far behind our orders that thousands and thousands of motorcyclists will be disappointed.

Send your order *NOW*.

Stewart-Warner Speedometer Corporation,

Executive Offices: 1972 Diversey Boulevard, Chicago.
Factories: Chicago and Beloit, Wisc.

Seventeen branches. Service Stations in all cities and large towns.

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

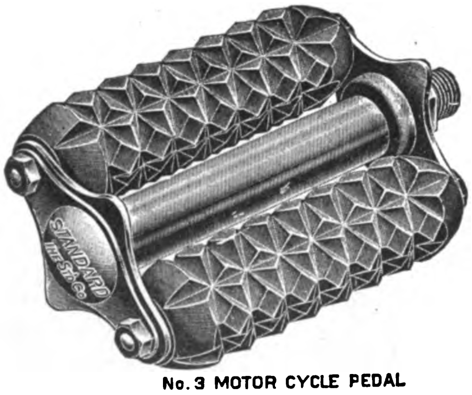
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



No. 3 MOTOR CYCLE PEDAL

The Standard Co.

Torrington, Conn.

If Every Rider Knew the Qualities of "The Coventry" Chain We Would Have to Triple Our Manufacturing Facilities

Their tremendous strength, their reliability, their silence, their efficient service under any and all road conditions—these qualities have firmly entrenched "The Coventry" Chains in the high opinion of those who know. Every Excelsior rider will learn what true chain service means, for he will use

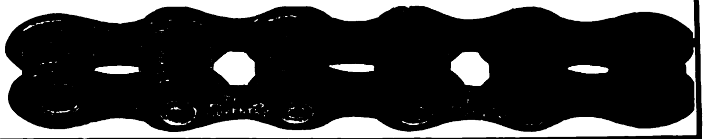
"The Coventry" Chain

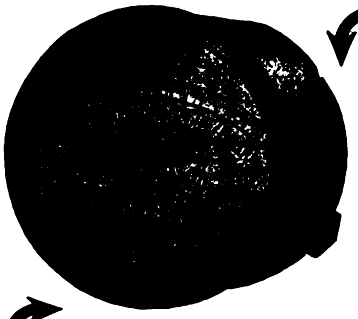
"The Motor's True Mate"

Built to withstand a breaking strain of 3,600 lbs. to the foot, "The Coventry" Chain has ample strength for the most gruelling road tests. Our booklet, "The Care and Lubrication of Chains," is really worthwhile. It is designed to help the chain-user. Get it today, without delay.

Herbert F. L. Funke Co., Inc.

112 Broad St., New York





Best Known vs. "Most Used"

"Best known" does not always mean "most used." It is the QUALITY of popularity that counts. It is a surprising fact that you hear other speedometers mentioned more frequently than

STANDARD SPEEDOMETER

THE INSTRUMENT of PERMANENT ACCURACY

but eight years of speedometer building experience has lined up for the STANDARD a solid phalanx of dealers and jobbers who have found that the STANDARD Speedometer with its absolute accuracy of construction has given the riders the most consistent satisfaction. That is why there are more STANDARD Speedometers in use among the Police Departments than all other makes of speedometers combined. That is why in the ninth year of their manufacture, STANDARD Speedometers are the most popular with their users, which is the most effective advertising of all.

STANDARD THERMOMETER CO.

65 Shirley Street **Boston, Mass.**

NOT INC.
AERA
MANUFACTURING CO.
CHICAGO
ILL.

MANUFACTURERS OF
ACCESSORIES THAT SELL

MODEL 3 CARRIER.

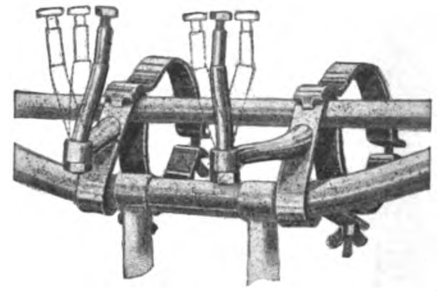
Model 3. Carrier same as Model 2, except with rectangular platform. Complete with cushions, skirt guard and all attachments. Price, $14.00

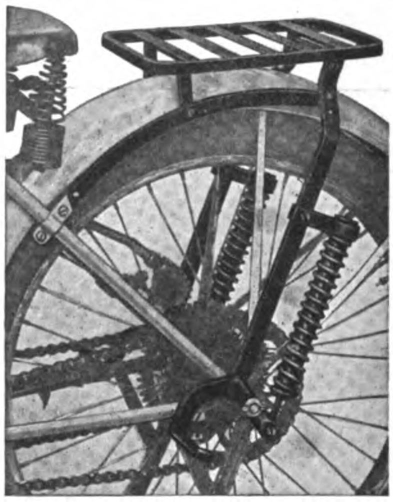
In ordering our carriers, always specify make of machine and size and thread of rear axle; otherwise we will ship extension nuts for ½-inch 24 threads.

AERA
WIRE BASKETS

Built for hard service with steel frames and our special steel braces that will not spring under at least four times the load that could be carried on a flat brace of the same weight.
Made in two sizes.

No. 133.	Size 8x12x18 inches. Price, each	$3.00
No. 134.	Size 8x15x24 inches. Price, each	4.25



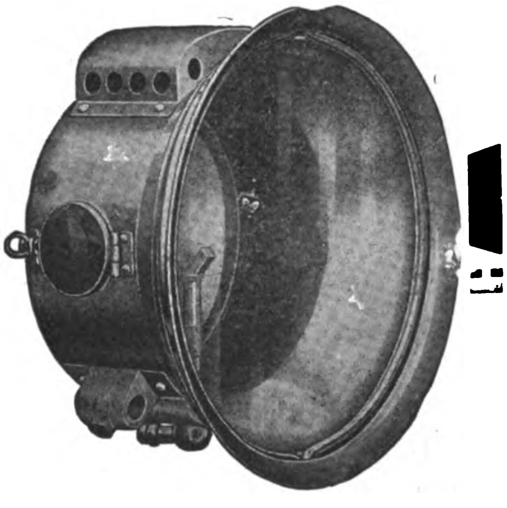


AERA ADJUSTABLE TANK CARRIER.

For Excelsior and De Luxe handle bars.

No. 16.	Complete as illustrated, heavily nickeled and buffed	$2.50
No. 17.	Same, nickeled, but not buffed, per pair	2.25
No. 18.	Without lamp bracket, nickeled and buffed, per pair	1.75
No. 19.	Same, nickeled, but not buffed, per pair	1.50

AERA MFG. CO., 410 Siegel St., CHICAGO



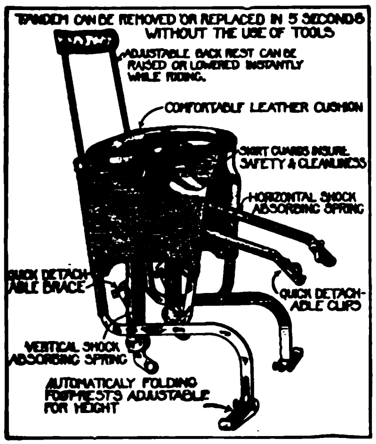
Learn the True Meaning of Lamp Satisfaction—Specify Solars

You riders who have been content with mediocre lamp service, deeming it a part of the day's work to continually "nurse" a lamp that **would** persist in blowing out in the slightest wind, or rattled like a tin factory whenever you struck a bump—get acquainted with

"The Lamps With a Pedigree"

While eighteen years' motor lamp building experience is no guarantee of lamp quality, still these eighteen years have better qualified us to build the ideal motorcycle lamp than anything else could do. Learn what the automobile dealer thinks of SOLARS. Then go to your dealer and let him show you what a **real** lamp is like.

The Badger Brass Manufacturing Company - KENOSHA, WIS. OR NEW YORK CITY


TANDEM CAN BE REMOVED OR REPLACED IN 5 SECONDS WITHOUT THE USE OF TOOLS
ADJUSTABLE BACK REST CAN BE RAISED OR LOWERED INSTANTLY WHILE RIDING.
COMFORTABLE LEATHER CUSHION
SKIRT GUARDS INSURE SAFETY & CLEANLINESS
HORIZONTAL SHOCK ABSORBING SPRING
QUICK DETACHABLE BRACE
QUICK DETACHABLE CLIPS
VERTICAL SHOCK ABSORBING SPRING
AUTOMATICALY FOLDING FOOTRESTS ADJUSTABLE FOR HEIGHT

Patented
New Stoll Dream Tandem No. 1
Special fittings for all makes.

There are several good reasons WHY

THE STOLL DREAM TANDEM

is known everywhere as The Easiest Riding Tandem built

Here are two substantial reasons, both of which are *exclusive* "DREAM" features:

1st—It provides a *natural sitting position* and a *really comfortable* place to sit upon.

2nd and most important—The whole tandem—footrests, backrest and seat are entirely suspended all together upon two double sets of concealed springs, which eliminate all shocks and produce a soft, vibrationless motion,

AS IF RIDING ON AIR

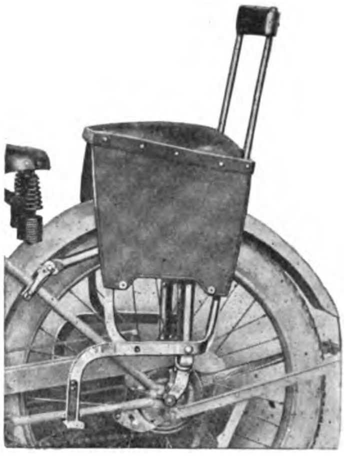
Insist that your dealer equip you with a "DREAM" tandem for the reason that it is *sold with an unconditional guarantee* of being the easiest riding tandem made.

The Factory Backs the Dealer on This Guarantee.

Mr. Rider, get the Stoll circular B at once.

THE STOLL MFG. CO., 33rd and Walnut Sts., Denver, Colo.

(Makers of the Stoll Combination Tandem No. 2 for all makes of motorcycles.)



The Dream Tandem on an Excelsior.

DON'T

WEAR BLINDERS LIKE A HORSE

WEAR THE

LEASURE SANITARY EYE AND NOSE SHIELD

The only shield on the market for Autoists and Motorcyclists with positive Sanitary Nose Protection from the dust. Perfectly transparent. Gives wearer full vision. Weighs but half an ounce; so light you can hardly feel it.

Made in White Amber, Blue and Green. Specially adapted for ladies' use in side cars. Protection against Hay Fever. Oculists and Doctors recommend them. SEND FOR ONE TODAY.

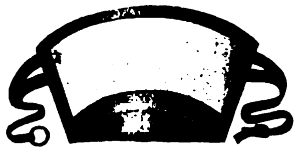
NOT MADE OF GLASS
It's Flexible

Price $1.00 postpaid with leather case.

Ask the person who wears one.

Special Price to Dealers—Write us now.

SANITARY SALES COMPANY,
INC.
—SOLE DISTRIBUTORS—
East End Trust Building Pittsburgh, Pa.



WITH THE EAGLE

it is unnecessary to use more than half the power, for all ordinary purposes. This adds to the life of the machine considerably, as you are not working your motor up to 100% of its capacity in order to get along. The Eagle motor is designed to develop 9-12 H. P. on the brake and the parts are made sufficiently heavy to stand this continuous load; therefore when you only use 25 to 50% of the power ordinarily, you can see at a glance that the rugged construction necessary to carry the full load of the motor is being taxed to only a very small fraction of its strength.

Remember, that taking an Eagle agency is NOT making a questionable investment. You get value received in the machine delivered at a mighty low profit to us above cost. When sold the EAGLE remains sold, and the purchaser becomes a BOOSTER for more sales, not a permanent fixture in your repair room.

The ⅝" Direct Chain Drive gives a smooth, quiet, easily adjusted transmission and adds 10% to the total efficiency of the complete machine.

If you want to show the Boys the way, show the EAGLE. WRITE US TODAY.

STERLING MOTOR COMPANY, Brockton, Mass.

3 out of 4 Motorcycles Will Carry Goodyears

In four short years Motorcycledom has been won to Goodyears.

This year, of all the new machines sold, 75 per cent will be Goodyear-equipped.

Forty thousand machines now in use will be renewed with Goodyears.

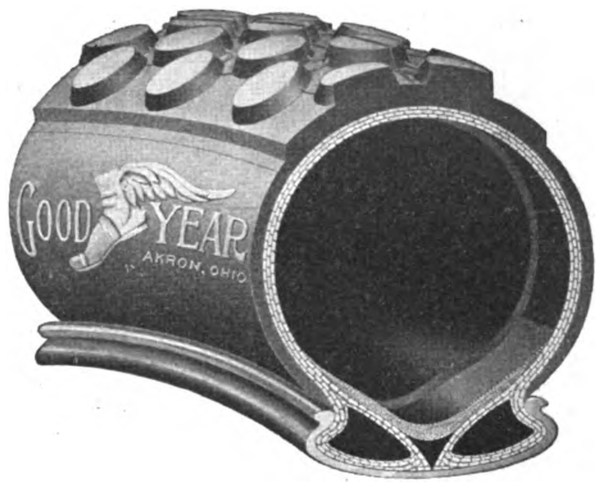
What Men Know

For this country-wide preference for Goodyears, there is but one answer—*super-service.*

It is through sheer force of superiority alone that men have come to know and use Goodyears.

Remember, too, that Goodyear Motorcycle Tires have won and held every world's record for speed and durability. It is not enough simply to make a good tire. There must also be the Goodyear knowledge by which these tires can excel under every road condition.

Rival makers say "Just as Good as Goodyears." But the evidence gives you the facts.



As in Auto Tires

Goodyear leadership has been won in the realm of automobile tires. These men meter their mileage. And the same successful factors of leadership now come to you in these Goodyear Motorcyle Tires.

What tire, then, offers you more than Goodyears? What man can make a better tire than Goodyear—based on actual records?

And when you consider that Goodyears cost you no more than other standard makes, why should you take chances?

Made with a thick, anti-skid tread. Made with a special fabric to prevent tread separation. Made to hold forever the place they hold today.

There is a Goodyear dealer in your town. Ask him for our book which pictures and describes the making of Goodyeas tires—or write us.

GOODYEAR
AKRON, OHIO
Motorcycle Tires

DEALERS

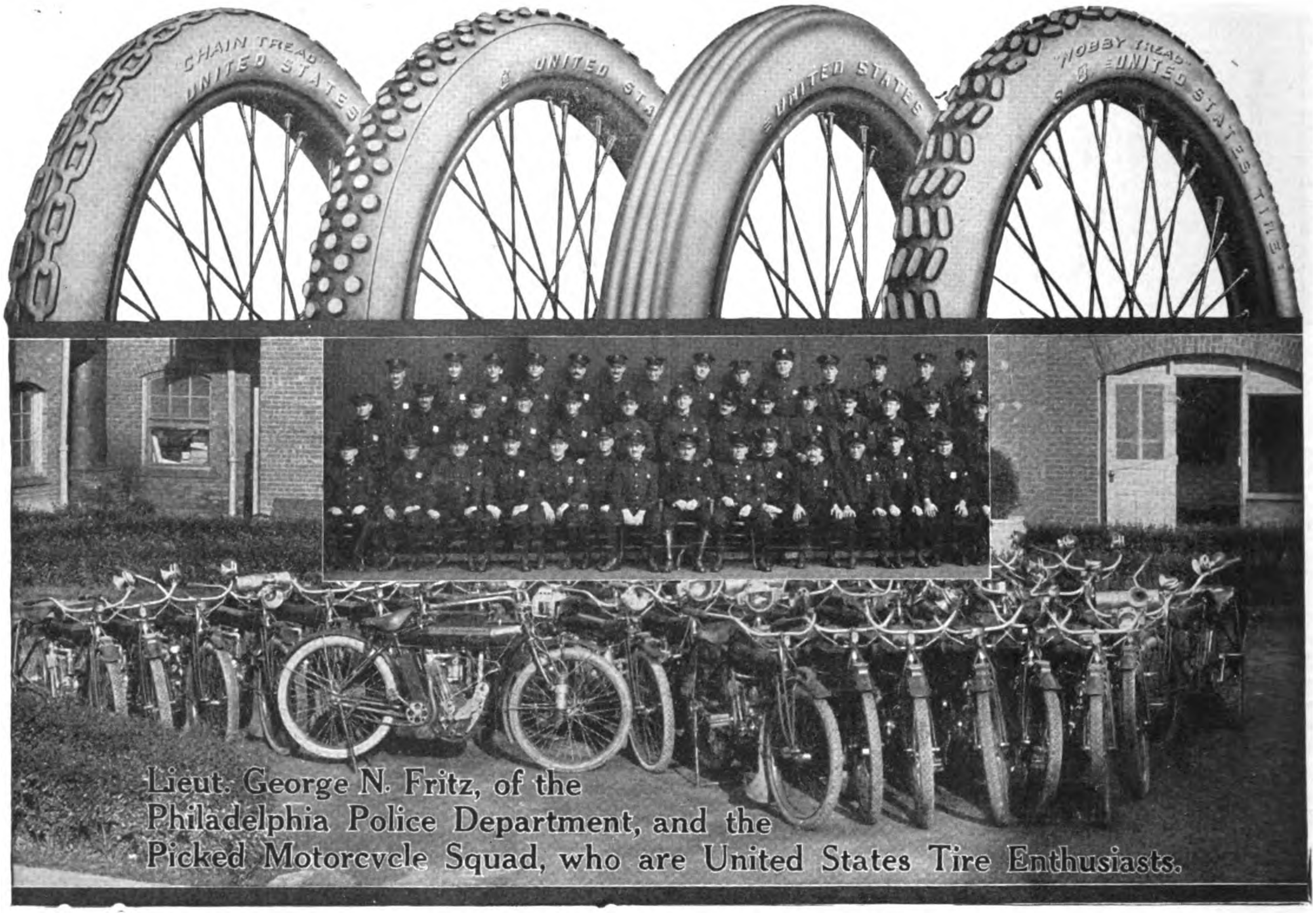
With this preponderant evidence before you, what tires offer you more opportunity than Goodyears? When three out of every four new machines will be on Goodyears, what other tire will bring you more business?

Let us send you the Goodyear proposition for dealers. It will interest you.

Back of it is the Goodyear prestige won in the realm of automobile tires—a prestige which now belongs also to Goodyear Motorcycle Tires.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO
Toronto, Canada London, England Mexico City, Mexico
Dealers Everywhere Branches and Agencies in 103 Principal Cities Write Us on Anything You Want in Rubber

(1602)



Lieut. George N. Fritz, of the Philadelphia Police Department, and the Picked Motorcycle Squad, who are United States Tire Enthusiasts.

United States Tires help police departments to rely on the motorcycle as an aid in preserving law and order

The safety, low cost, reliability and speed of the motorcycle have made it invaluable to the police.

The Motorcycle Policeman gives his tires the hardest of service. His duty takes him over roads that other riders avoid. Frequently he trusts his very life to his tires. United States Tires withstand hard police service everywhere.

That is why a vast majority of police motorcycles are equipped with United States Tires.

You who ride motorcycles for business or pleasure should profit by the policeman's experience. You, no less than he, need the safest, lowest cost per mile tires.

Today United States Motorcycle Tires stand alone—in a class absolutely by themselves and are acknowledged to be the standard motorcycle tires of the world.

Their overwhelming popularity is a known fact. In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history.

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the
Largest Rubber Company in the World

MOTORCYCLE
ILLUSTRATED
Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers Street, New York City

ELABORATE PLANS FOR SARATOGA

Tentative Program For Big Fourth-of-July Meet—Everybody Enthusiastic

"THIS surely is *the* place. As for Nature's beauty spot, convention conveniences, and possibilities for the boys having an enjoyable and beneficial time, it simply cannot be surpassed. The air is wonderful, invigorating, health-giving and recreative. *You certainly picked a winner.* Now if we can only show the boys what is in store for them, they will not only come by the hundreds, but they will also enjoy one of the best vacations and holidays they have ever had."

The above paragraph is from a letter received yesterday from J. A. Hall, who is now in Saratoga making preliminary arrangements for MOTORCYCLE ILLUSTRATED'S Midsummer Rally and Race meet in Saratoga on the 3d, 4th and 5th of July.

Welcomed by Saratogans

Mr. Hall was warmly welcomed by the Saratoga officials and leading merchants. All were extremely pleased to learn that arrangements for a big gathering of motorcyclists were being made. The MOTORCYCLE ILLUSTRATED representative was given every assurance that the tourists would find Saratoga and its people entirely to their liking, and that they would all return to their homes with the feeling that they had participated in the most enjoyable gathering of motorcyclists this country has ever known.

The famous Saratoga track is only a mile and a half from the center of the town, and the roads from the town to the track are perfect. The railroad company has already agreed to put on extra cars, coming into town from Albany, Schenectady, Glens Falls, Lake George, Ballston Spa, Round Lake, etc.

The Tentative Program

Although the program has not yet been completed, the following will serve to give the readers of MOTORCYCLE ILLUSTRATED an idea of what this journal has in store for them:

Wednesday, July 1, and Thursday, July 2.—On the road.

Thursday evening.—Arrival in Albany. Those who may not be able to leave New York Thursday morning can arrange to go up on the Hudson River night boat, either with or without their machines.

Friday morning.—Leave Albany and arrive at Saratoga Springs about 10 o'clock; motorcycle parade through the principal streets of Saratoga.

Friday afternoon.—Race meet.

Friday evening.—Dance at convention hall.

Saturday morning.—Convention.

Saturday afternoon.—Races.

Saturday evening.—Dinner.

Sunday.—Tour to either Lake George or Saranac, returning to Saratoga Springs in the afternoon.

Monday morning.—Start for home.

Saratoga Centrally Located

Saratoga Springs is not only the Queen of American pleasure resorts, but its location is such as to make it an ideal place for the Fourth of July Midsummer Rally now being arranged by MOTORCYCLE ILLUSTRATED. Saratoga Springs is only:

39 miles north of Albany, a two-hour trip by motorcycle.

183 miles, ten hours' riding, north of New York City.

230 miles, a day and a half of easy going, from Boston.

310 miles, a two days' trip, southeast of Buffalo.

200 miles south of Montreal.

274 miles, a little more than a day and a half's leisurely going, north from Philadelphia.

412 miles from Washington.

Albany the Gathering Point

According to present arrangements, all the tourists from New England, New York City, New Jersey, Pennsylvania, Maryland, and further south, will start from their homes in time to reach Albany either Thursday night, July 2, or Friday morning, July 3. In all probability, the tours will be so timed as to bring all the riders into Albany Thursday night and into Saratoga Springs between 10 o'clock and noon Friday, in plenty of time for the Friday afternoon race meet.

Saratoga an Ideal Place

Saratoga Springs, 363 feet above sea level, is world-renowned for its climate, natural beauties, its mineral waters, fine hotels, good roads, magnificent private parks open to the public, open air concerts, all sorts of out-of-door sports, a magnificent new convention hall,

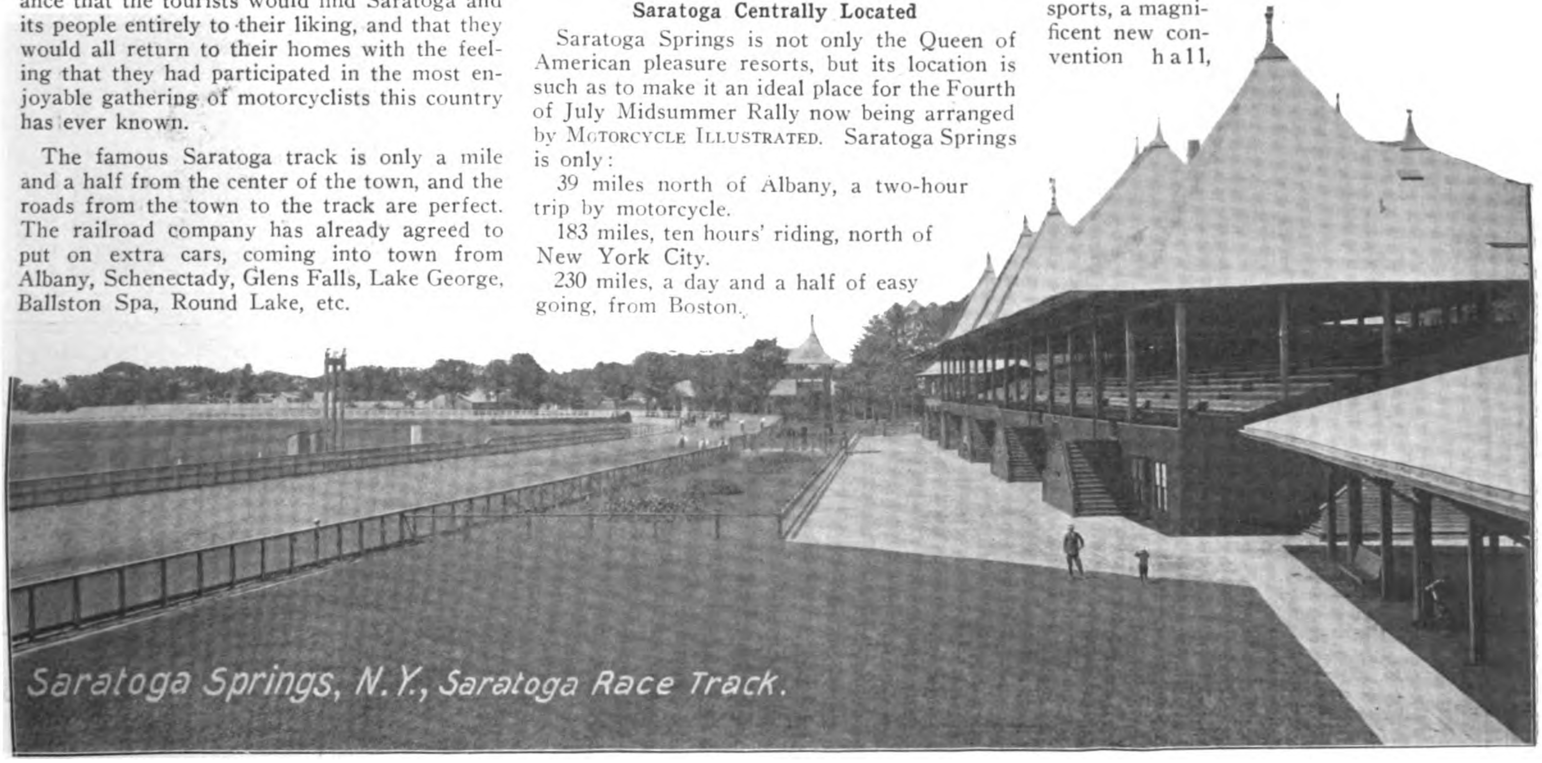


Photo loaned by Geo. E. Adee, of Robson & Adee, Saratoga Springs, N. Y.

which will seat 5,000 persons, and one of the finest tracks in the United States.

Convention Hall, located on Broadway, was erected by the village solely for the entertainment of convention delegates. In this hall have been held many of the largest conventions in the United States. Arrangements for the use of this hall on July 4 and 5 have already been made by this journal.

Riders, Let Us Know

Clubs and individuals who will participate in the tours are urgently requested to advise this journal as soon as they possibly can. Riders should arrange their vacations so that, if their homes are more than 200 miles distant from Saratoga Springs, they may be able to start on Wednesday, July 1, with the expectation of returning by the following Monday, or Tuesday at the latest. Riders from points as far distant as Buffalo, Boston, Providence, Baltimore and Washington will be able to make the journeys there and back and spend two days at Saratoga, all in a week's time. Those from towns located as near as New York City, Hartford, New Haven, Springfield, Worcester, Syracuse, Rochester, Elmira, and towns in northern New Jersey and northeastern Pennsylvania will be able to make the trip both ways and attend the convention and the races in about six days all together. So lay your plans accordingly.

It is most important that this journal should know as soon as possible approximately how many expect to participate in the tours and take part in the Saratoga rally. Arrangements will have to be made, of course, on the basis of the approximate number of guests.

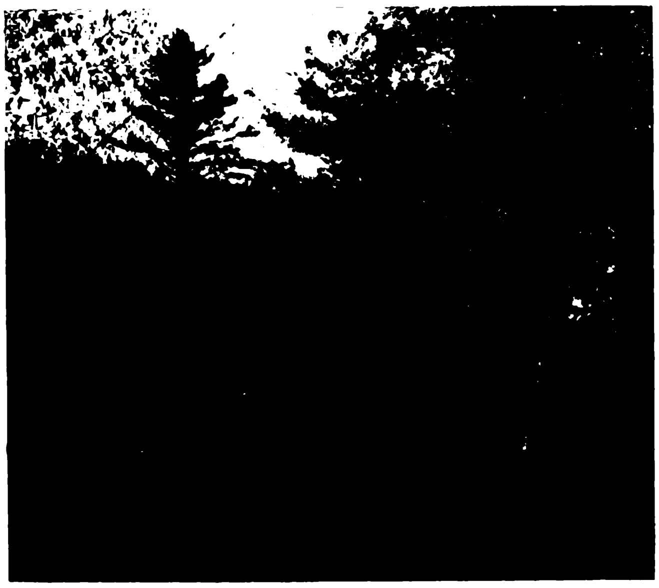
Mr. Hall reports that the two Albany clubs are enthusiastic over the prospect of entertaining the tourists. The two clubs have decided to work together on the proposition. Other clubs along any of the four routes from Buffalo, Boston, Providence and Washington, respectively, are urged to do likewise, and communicate as soon as possible with this journal.

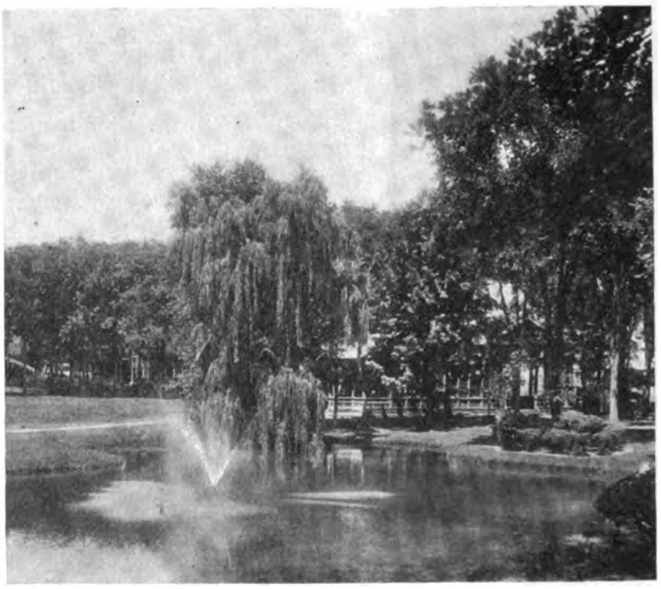
Remember, MOTORCYCLE ILLUSTRATED is not seeking funds from anybody; all we desire is co-operation all along the line, from manufacturers, dealers, clubs and individuals. Arrange your vacation so as to be able to spend the National holiday in Saratoga; you will never regret it. Club secretaries are urged to bring the matter up before their respective clubs at the very earliest opportunity. Incidentally, riders who expect to participate in the races will confer a favor upon this journal by writing to us immediately.

Excellent Roads

Saratoga Springs is undoubtedly the motor center of the East. No less than six State roads enter the village from different points of the compass. From Albany and Schenectady there is a lap as straight as a string and as smooth as a billiard table. From Schenectady north through Burnt Hills, Ballston Centre, and Ballston Spa, there is the same kind of going, and the stretch from Ballston Spa to Saratoga is like a parlor floor. In fact, it would take a page to even refer to the numerous short and long trips in and out of Saratoga Springs and over some of the best roads in the country.

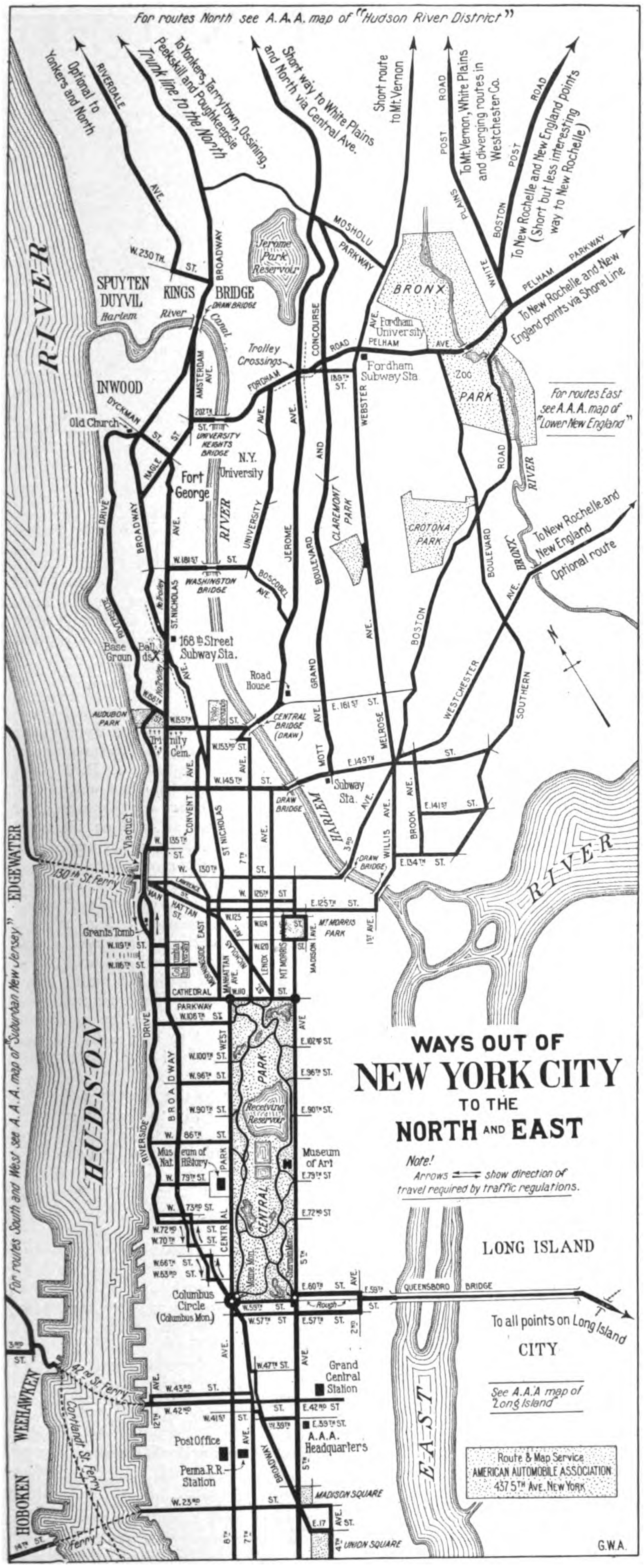
Furthermore, convention life is a great feature of Saratoga Springs. There are annually held from between a dozen and fifteen State and national conventions.





JUST A FEW OF SARATOGA'S MANY BEAUTY SPOTS

AN IDEAL LOCATION AND FINE CLIMATIC CONDITIONS


For routes North see A.A.A. map of "Hudson River District"
Optional to Yonkers and North
RIVERDALE AVE.
To Yonkers, Tarrytown, Ossining, Peekskill and Poughkeepsie
Trunk line to the North
Short way to White Plains and North via Central Ave.
Short route to Mt. Vernon
POST ROAD
To Mt. Vernon, White Plains and diverging routes in Westchester Co.
WHITE PLAINS
BOSTON POST ROAD
To New Rochelle and New England points (Short but less interesting way to New Rochelle)
PELHAM PARKWAY
To New Rochelle and New England points via Shore Line
MOSHOLU PARKWAY
BRONX
Fordham University
PELHAM AVE.
Zoo
PARK
For routes East see A.A.A. map of "Lower New England"
RIVER
W. 230 TH. ST.
BROADWAY
Jerome Park Reservoir
SPUYTEN DUYVIL
KINGS BRIDGE
DRAW BRIDGE
Harlem River
Canal
Trolley Crossings
FORDHAM ROAD
CONCOURSE
188TH ST.
Fordham Subway Sta.
WEBSTER AVE.
INWOOD
DYCKMAN ST.
Old Church
NAGLE
202TH ST.
UNIVERSITY HEIGHTS BRIDGE
N.Y. University
Fort George
AMSTERDAM AVE.
UNIVERSITY AVE.
JEROME AVE.
GRAND BOULEVARD AND CONCOURSE
CLAREMONT PARK
CROTONA PARK
BOULEVARD
ROAD
BRONX RIVER
To New Rochelle and New England
Optional route
DRIVE
BROADWAY
W. 181ST ST.
WASHINGTON BRIDGE
BOSCOBEL AVE.
ST. NICHOLAS AVE.
RIVERSIDE
No Trolley
168th Street Subway Sta.
Base Ball Grounds
Road House
BOSTON
WESTCHESTER AVE.
SOUTHERN
N
AUDUBON PARK
W. 156TH
W. 155TH ST.
Polo Grounds
CENTRAL BRIDGE (DRAW)
E. 161ST ST.
MOTT AVE.
MELROSE AVE.
Trinity Cem.
W. 153RD ST.
E. 149TH ST.
W. 145TH ST.
DRAW BRIDGE
HARLEM
Subway Sta.
3RD AVE.
WILLIS AVE.
BROOK AVE.
E. 141ST ST.
E. 134TH ST.
EDGEWATER
Viaduct
W. 135TH ST.
CONVENT
ST NICHOLAS
7TH AVE.
W. 130TH ST.
130th St. Ferry
LAWRENCE ST.
MANHATTAN ST.
W. 126TH ST.
E. 125TH ST.
W. 125
W. 124
W. 120
MT MORRIS PARK
1ST AVE.
Grants Tomb
W. 119TH ST.
W. 116TH ST.
Columbia University
MORNINGSIDE EAST
MANHATTAN AVE.
LENOX
MT MORRIS
MADISON AVE.
CATHEDRAL
W. 110
PARKWAY
W. 106TH ST.
WEST
E. 102ND ST.
W. 100TH ST.
W. 96TH ST.
E. 96TH ST.
BROADWAY
W. 90TH ST.
E. 90TH ST.
Receiving Reservoir
W. 86TH ST.
Museum of Nat. History
PARK
Museum of Art
W. 79TH ST.
E. 79TH ST.
W. 73RD ST.
E. 72ND ST.
CENTRAL PARK
W. 72ND ST.
W. 70TH ST.
W. 66TH ST.
W. 63RD ST.
Maine Mon.
Sherman Mon.
5TH AVE.
E. 60TH ST.
E. 59TH ST.
QUEENSBORO BRIDGE
Rough
Columbus Circle (Columbus Mon.)
W. 59TH ST.
W. 57TH ST
E. 57TH ST.
2ND AVE.
LONG ISLAND
To all points on Long Island
CITY
See A.A.A. map of "Long Island"
HUDSON
RIVER
EAST
For routes South and West see A.A.A. map of "Suburban New Jersey"
3RD ST.
WEEHAWKEN
42nd St. Ferry
Cortlandt St. Ferry
W. 47TH ST.
Grand Central Station
W. 43RD ST.
W. 42ND
E. 42ND ST
W. 41ST ST.
W. 38TH
E. 39TH ST.
A.A.A. Headquarters
12TH AVE.
Post Office
Penna. R.R. Station
BROADWAY
MADISON SQUARE
HOBOKEN
W. 23RD ST.
E. 17 ST.
14TH ST.
Ferry
8TH
7TH
4TH AVE.
UNION SQUARE
G.W.A.

WAYS OUT OF NEW YORK CITY TO THE NORTH AND EAST

Note! Arrows ⇄ show direction of travel required by traffic regulations.

Route & Map Service
AMERICAN AUTOMOBILE ASSOCIATION
437 5TH AVE. NEW YORK

Helping the Rider Into and Out of New York City

PROBABLY nowhere else in the United States does the locally unacquainted motorcyclist experience as much difficulty in selecting and following out the particular route he desires to take as in the city of New York. This is easily accounted for by the fact that the extensive highway systems of the lower Hudson River Valley and Southern New England make their most important connections at the upper boundaries of Manhattan, with the result that the diversified travel from an almost infinite number of roads is suddenly drawn into a few thoroughfares, already full of city traffic. Add to this the immense amount of travel brought into the Metropolis by four East River bridges and a number of ferries, and a congestion unknown in wide-spreading cities like Chicago, Philadelphia, Boston and St. Louis is made inevitable.

Gradually, of course, the resident motorcyclist comes to a good practical understanding of the local situation and makes his plans accordingly, but the visitor must pick out from an apparent maze the few that will best suit his immediate purpose in entering or leaving the Metropolitan District. Probably not more than one in fifty of the streets and avenues above Madison Square are shown on the accompanying map of "Ways Out of New York City to the North and East," just published by the A. A. A. Touring Information Bureau, and yet a glance at it will convey a graphic impression of how the main routes are followed through middle and upper Manhattan and the Bronx. The running titles at the end of the various lines also contain brief suggestions as to the important connections these exits make beyond the limits of the Greater City.

Broadway is, of course, the principal north-and-south thoroughfare—the only one, in fact, which traverses the entire length of this map, and extends to the extreme end of the island at the "Battery." Every one of the East River bridges, all of the numerous ferries, as well as each of the bridges over the Harlem, have close connections to Broadway, which pursues a slightly diagonal course most of the way, though with occasional straightaways. Once above the Harlem River Ship Canal, the congestion of traffic becomes less, and after passing through a string of wealthy suburbs the tourist is on the historic post road, leading through Peekskill, Poughkeepsie and Hudson to Albany. This is the simplest way through and out of Manhattan in any direction.

Where to Leave Broadway

On account of the arbitrary location of the Harlem River bridges and the intricate thoroughfares of the lower Bronx, most of the through travel to New England points starts up Broadway, exactly as if going up the Hudson. But at 155th street—the first street beyond Trinity Cemetery—a right turn is made to and across Central Bridge, and then an easy left into Jerome avenue, which is followed to Fordham Road, best identified by the trolley tracks spreading in the four directions. Here a right turn is made into Fordham Road, which soon becomes Pelham Parkway, passing through Bronx Park to the Shore Road—slightly outside of the map, but the predominant thoroughfares to practically all of New England.

The stranger who will hold these fundamental trunk lines firmly in mind and note the strategic location of the Queensboro Bridge, the West 23rd street, 42nd street and 130th street ferries will have a comparatively easy time finding his way through middle and upper Manhattan. Of course, for the entire route to important suburban points like Mt. Vernon, White Plains, New Rochelle, etc., etc., it would be necessary to consult a more general map, but that would necessarily be on a smaller scale, losing the detail that is so useful—almost indispensable—in the city itself. Incidentally, this map shows Central Park, Riverside Drive and the principal points of interest whose location the stranger is most likely to want to know.

PULLEN'S RUDGE WINS SENIOR T. T.

Sunbeam Is Second in English Classic and Godfrey's Indian Third; Paul Derkum Has Trouble and Is Struggling Far Behind Leaders at the Finish

NORTHAMPTON, Eng., May 22.—By cable to Motorcycle Illustrated.—G. G. Pullen, mounting a Rudge machine, sprung something of a surprise by leading the field home in the Senior Tourist Trophy race. H. Davis piloting a Sunbeam, was in second place, and O. C. Godfrey brought his Indian home in third position. Franklin's Indian was in eighth place and Brown's was nineteenth. Wood and Collier, two of England's best, were retired in the fifth lap when far ahead. Paul Derkum seemed to be pursued by a hoodoo and finished far down in the list. Junior T. T. race won by Williams, on Stevens machine.

THERE were 161 entries for the Senior T. T. race and 94 of the entrants started. The machines were limited to 500 cc. The famous Isle of Man course on which the race has been staged for years past was covered six times, the total distance covered being 225 miles. Last year's winner was Tim Wood, who mounted a two-cylinder, two-stroke Scott. His time was 5 h. 26 m. 18 s., and his average speed was 48.28 m. p. h.

Just what happened to upset Paul Derkum's calculations and keep him out of the first brigade is not known in detail as yet, but it is believed that the Californian's lack of familiarity with the course had much to do with the setbacks which bothered him. He went to England confident in his ability to meet whatever conditions might arise and satisfied that the daring and hardihood which have always stood him in good stead in his endurance work in this country would continue to carry him through. But it is likely that he failed to reckon seriously enough upon the heart-breaking Manx course, which has been the making and the breaking of many a brilliant motorcycle pilot.

The one-time invincible DeRosier, on returning from his Brooklands triumph and his Tourist Trophy failure, assured the writer that there could be no more dangerous and exacting course than that over which the English classic race is held. Dangerous, "blind" corners; startling grades, often covered with loose stones of good size, and turns on which a single false move means fatal results, all combine to make up a test which the hardiest rider cannot hope to undergo successfully without long practice and careful study of the special requirements of the course. Derkum did not have time to become fully posted.

Derkum's First Tryout

On his arrival, Derkum lost no time in preparing to try out the course and his first round, made at daybreak, was completed in 68 minutes. Our British correspondent states that "Derk" took things very easily because of greasy going and his complete ignorance of the course. The fastest lap put up at practice on the morning Derkum had his first tryout was fifty minutes flat, by a British rider mounted on an N. U. T. machine. In discussing the outlook guardedly after his trial Derkun appeared confident of knocking the 18 minutes off his time that would bring it down to the Britisher's. Had he been able to approach this mark he would have been well up among the stellar lights on the big day.

Derkum was a bit surprised at the dash and aplomb of the English riders who accompanied him around the course. Having in mind England's traditionally good roads, he probably expected to find a rather pale lot of well-meaning chaps who, in general, would have small appetite for rough going. But his first trial convinced him that beating the Britishers meant going to the very limit of human and mechanical endurance—and then some. They were, in fact, a crowd after Derkum's own heart, for he is a sportsman from the ground up.

95
SJ80
Indian

Paul Derkum Still Smiling in Spite of His Hoodoo

The Formidable Indian Team

The Indian team was made up of Sidney George, who recently covered the flying mile at Brooklands at the rate of 93½ miles an hour in his eight-valve Indian; C. B. Franklin, the lanky Irish fiend, who has won more speed events than any other Englishman, and knows the Manx course as well as his own doorstep; Oliver C. Godfrey, a former T. T. winner and a lightweight motorcycle pilot of unparalleled vim and stamina; F. W. Carryer, a novice of whom Billy Wells, the Hendee manager in England, expected big things; J. R. Alexander, a Scottish gentleman agent who does not know what fear is, and J. T. Bashall, who is credited with habitually touring at a mile a minute. These riders, with Derkum himself, made up the most formidable personnel attached to any make of machine in the race—judged by past performances.

It was stated prior to the race that the Indian squad had principally to fear the Scott, Triumph and Rudge riders, in the order given, but that the Rudge would lead the field home was hardly expected. The Scott had a better record in the race than any other modern machine. Its manufacturers have had a knack of producing a born racing man whenever they needed one, probably owing to the fact that Alfred A. Scott encourages his testers to practice speed work over the abominable by-roads to be found around his Yorkshire factory. Tim Wood, who won last year's senior race on a Scott, was accepted as a very likely winner for this year, but the cablegram printed above shows that Wood and the famous Collier were both forced out in the fifth lap when well in the lead.

Winner Was a Dark Horse

It was admitted before the event that the Rudge team had no outstanding personalities. The Rudge riders were simply a crew of consistent speedsters from whom nothing start-

T. T. Riders at Willaston Corner, One of the Most Dangerous Turns on the Tourist Trophy Course

ling was expected. However, the Rudge manufacturers train their testers like professional footballers and tune up their machines at Brooklands, where there are no time or speed limits whatsoever. Six of the Rudge team last year were acknowledged fast enough to fill the first six places had their tires been good enough to stand the racket. As it was, two of the men were badly hurt and one was killed, through tires coming off the rims while the machines were traveling at top speed.

Keen judges of racing men were of the opinion that 1914 Rudge team would not bear comparison with the team of last year, and there was quite a general idea that the Indians would be pretty well clumped in the top places with a Scott or two pushing them to the last inch. Among the others it was believed that there was about an even chance for the Rudge, Triumph, Zenith, N. U. T., Douglas, Singer, Rover, Norton, A. B. C., and B. S. A. But Pullen and his Rudge flyer upset all the calculations, and with a little more than the ordinary amount of hard luck for some of the Indian boys, the Sunbeam was enabled to land in second place. Godfrey's performance in finishing third with his Indian shows him to be about the most consistent speedster in the Indian camp abroad.

ENGLISH HYDRAULIC FORK.

The engineers of an English motorcycle firm are testing out a novel type of front fork, in which springs are replaced by a buffer of the artillery type. This consists of a cylinder in which works a piston, while oil is normally held as a cushion above the piston. On the upward motion of the fork the oil passes by ports in part below the piston, while on the return motion it again goes above the piston. The advantage claimed is that the rebound found in the ordinary single-spring type is eliminated.

ADJUSTING THE SCHEBLER

Simple and Complete Instructions for Keeping This Type of Carbureter At Its Best

By the Courier

THIS is the first of a series of articles on carbureter setting. The series will include all makes of mixing devices used on motorcycles in this country, whether on American or foreign motors. Readers who happen to have any carbureter not included in the series can obtain special information regarding it by writing to the Technical Editor of MOTORCYCLE ILLUSTRATED.

Setting a Schebler carbureter for practically all riding conditions is very easy. On a new machine, as on one that has been in use, some sort of setting has already been made, and with different conditions of atmosphere or gasoline only a slight adjustment of the needle-valve screw and air-valve knob will be needed. Such an operation will take but a few seconds at the most, the procedure being as follows:

After priming the carbureter or blanking the auxiliary air inlet with the palm of the hand the motor is started and given enough throttle to warm it up. After a few seconds of this, the throttle should be closed and the needle-valve screw or milled head turned to the right or left until the motor runs smoothly without missing. If the motor runs too fast at low speed, slack the small vertical screw on the opposite side of the carbureter and set in the larger horizontal or low-speed adjusting screw by turning it to the right. After this is done screw down on the vertical screw to lock the adjustment just made. The air valve should be seen to seat lightly but firmly before this setting is started upon.

For High Speed

After completing the above operation, the throttle should be opened, and the spark fully advanced. The high-speed adjustment is made by the little flat lever working over the index plate attached to the trottle shaft above the cam. As this lever is moved from the figure "1" toward "3" the cam is lowered and the needle-valve is raised, giving more gasoline. Moving it from "3" toward "1" raises the cam and reduces the supply of gasoline. When the lever reaches the proper point the motor will run smoothly, without missing or popping back.

If the lever is at "3" and popping back occurs, the mixture is too lean, and turning the knob of the air-valve to the left will correct this. Both high and low speed settings, when correct, result in a snappy, powerful sound on the part of the motor exhaust, and a quick response to spark and throttle. The settings should be made on the road if possible. Usually, only a slight turn of the needle-valve screw is all the setting that is necessary before starting out.

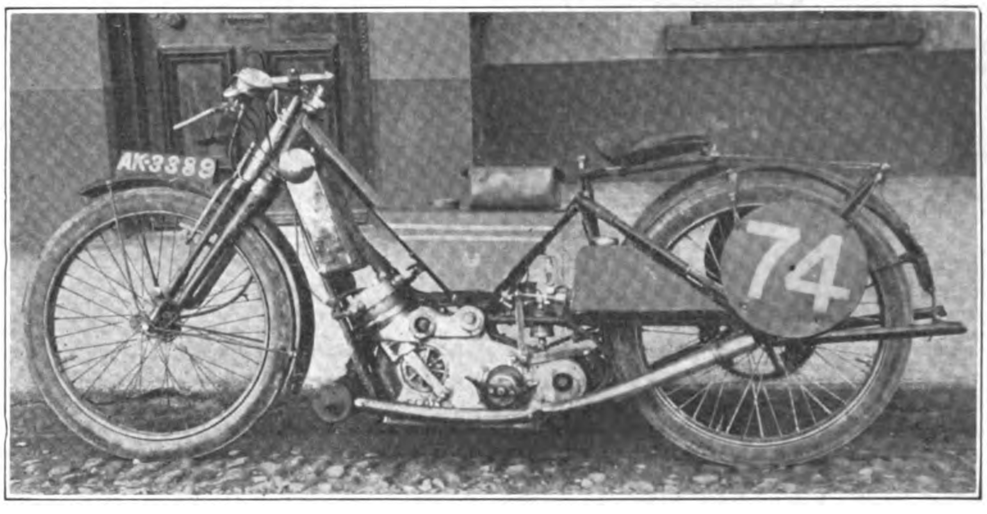
Priming and Flooding

In priming the carbureter, it is better to press down on the priming-pin or "tickler" once or twice only, holding the pin down for a short length of time so as to enable gasoline to flow into the float chamber. Moving the pin up and down vigorously will not do this and may, if violently done, bend the float lever and cause a mal-adjustment of the level of gasoline in the chamber.

When gasoline runs out of the air bend, the carbureter is primed and no further operation of the pin is necessary. In what is otherwise normal running, if gasoline drips from the air bend, it is a sign that the carbureter is flooding, probably due to some particle of dirt lodging under the float valve and preventing it from seating correctly. The remedy is to remove the cover of the small side chamber and lift the valve from its seat, when any foreign matter will be flooded out. The presence of dirt or the like in the jet or gasoline passages will be indicated by missing or popping back.

When Out of Adjustment

When the carbureter is entirely out of adjustment, the procedure is first to see that the air valve seats lightly and then close down the needle-valve by its screw or knurled head. Follow this by opening the needle-valve two turns, and loosen the small vertical screw and low-speed screw, turning the latter out about three turns. Slightly open the throttle, then prime and start the motor. Proceed then with the setting as given above.



The New T. T. Scott. Note Extremely Low Center of Gravity

EVOLUTION OF THE CARBURETER

Illustrations and Descriptions Which Show How the Mixing Instruments Were Developed to Their Present State of Efficiency—Part II

By Pearsol Sergent

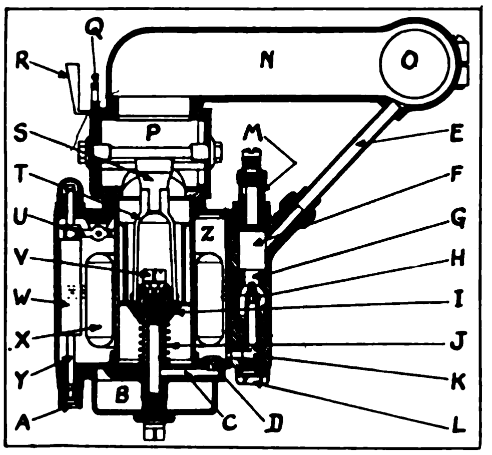
WITH the improvement of the motorcycle motor as regards flexibility and greater power per cubic inch of piston displacement, Oscar Hedstrom further modified his carbureter, finally adding a pilot jet in 1912. This jet was used for slow running and was not under control of the throttle, differing from European carbureter practice in this respect. As will be seen in the accompanying figure, the pilot jet of the Hedstrom instrument has its own air-shutter, choke tube, etc.

Present Hedstrom Carbureter

The present form of Hedstrom carbureter is a two-jet instrument, in which the mixture is kept constant in quality by varying the flow of air around a fixed "service" jet of the rose type. The jet is shown at V, and the air flow is regulated by the cone I attached to the yoke T. This yoke is journaled in an arm S carried by a cross-bar fitted to the throttle barrel P, the latter being actuated by the arm Q. Thus, when the throttle barrel P is revolved, the cone I is raised or lowered by an eccentric movement of the cross-bar and S and T. The connection between the carbureter proper and the inlet pipe O is through the tube N. The spring J tends to keep the cone raised unless acted upon by the rigging S and T.

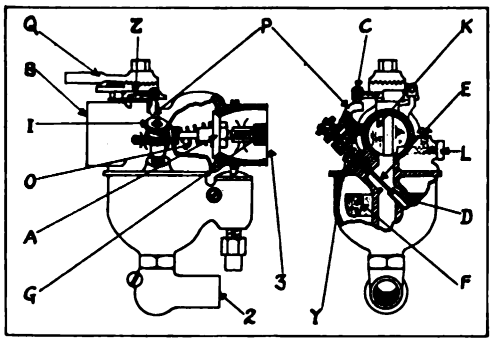
Pilot Jet and Fittings

The pilot jet H, used for slow running with the throttle P closed, is fed with fuel through the passage K from the float chamber Z. This jet is of the single aperture type and has a choke tube G as well as primary air-ports (seen in the space where the jet emerges from the body casting). The pilot mixing chamber is seen at F and auxiliary air is admitted through the shutter M, regulated by the screw just above it. The jet can be removed by taking out the plug L, which may also be removed to clean out the passage K. The tube E establishes communication between F and the pipe O. The level of fuel in Z is controlled by the hollow float X acting on the rocker U and needle valve rigging W-Y, cutting off the supply through A.



Hedstrom Carbureter in Section

For the main or service jet, the primary air is taken in through B, whose exterior end is fitted with a funnel-shaped piece by means of which warm air can be taken in from close to one of the cylinders. This part is fitted with a fine screen to keep out the dirt, etc. The primary air enters the space around the jet-tube, passes over the cone and through the cylindrical tube or ferrule shown in black just above the cone. It then enters the throttle barrel P and passes out through N and O to the motor. Auxiliary air is regulated by a shutter actuated by the arm R, both this shutter and P being slotted for the purpose. Fuel comes from Z through the strainer D and passage C to the interior of the jet tube. The action of this carbureter is practically automatic after setting R for the auxiliary air opening, the quality of the mixture being kept constant at all speeds by the combined movement of the cone I and throttle P.



The Lift-Needle Type

Lift-Needle Instruments

Another class of carbureter in which the mixture is to be constant in quality at all speeds is the lift-needle class. In this, the form of the mixing chamber is unchanged no matter what the speed of the motor, but the jet opening and quantity of air admitted to the mixture are regulated by the position of the throttle. The jet is fitted with a needle-valve which is lifted mechanically as the throttle is operated, hence the name given to this class. The auxiliary air in these carbureters is admitted according to the suction of the motor. This class, together with the fixed mixture and variable air control of the Hedstrom and Thor instruments, comprises the latest carbureter practice in American motorcycle service and has in general been found to meet all the requirements.

The Schebler Carbureter

In 1904, the Schebler carbureter was brought out, developing a typical class of instrument in which the air was controlled by the suction of the motor. The jet in this first model was fitted with a needle valve which regulated its orifice, but it was necessary for the user to operate the needle valve at intervals, according as atmospheric conditions varied, etc. Later, this needle valve was coupled to the throttle lever so that the orifice was reduced as the throttle was opened and vice versa. The quality of the mixture was kept constant by a spring loaded air valve operated by the motor suction. The motorcycle Schebler, or Model H, shown herewith, is used on the majority of makes of American machines today and employs a cam to operate the needle valve. As in the Thor and Hedstrom instruments, the float chamber surrounds the mixing chamber.

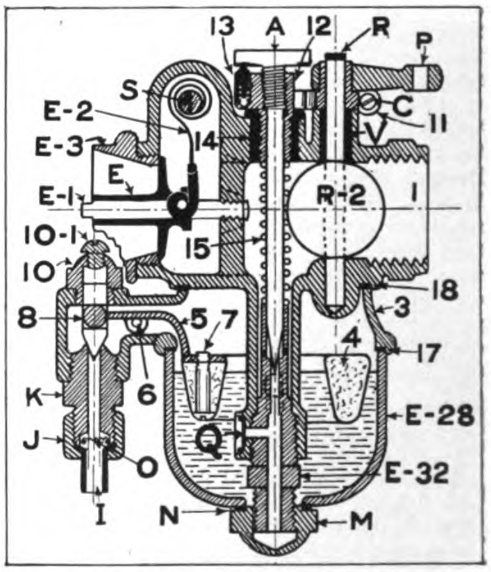
Description of the Instrument

The throttle K is fitted to an arm which carries a cam-piece Z and an arm Q, the latter being the throttle-lever for connection to the control. On the piece Z is a cam, against which is pressed the roller C on the arm P. This arm is pivoted to the body of the carbureter and carries the needle E whose point enters the jet opening D. The needle E has a knurled head I to regulate its position with regard to the opening in D and there is a spring Y to keep the part P and roller C against the cam on Z.

Auxiliary air is taken in through the hollow piece 3 as the coned valve A opens under the suction of the motor. This valve has a shank carrying a spring O whose tension is regulated by turning the milled head G. Primary air is taken in through the air-bend 2 and the float is shown at F, it being of shellacked cork. The throttle K is notched and its minimum opening is set by the screw L according to the amount desired by the rider. The position of the cam with regard to the "zero" position of the throttle can be regulated by a pointer fitting, not shown here.

Operation of the Parts

The throttle being "closed," the air valve A is set to just seat and the head I is then regulated to let the motor run smoothly at slow speed. As the throttle is opened, the cam on Z causes the needle valve E to enter more into D and reduce the orifice; at the same time the suction lifts the valve A and brings about a uniformity of the mixture no matter what the speed. As the throttle is



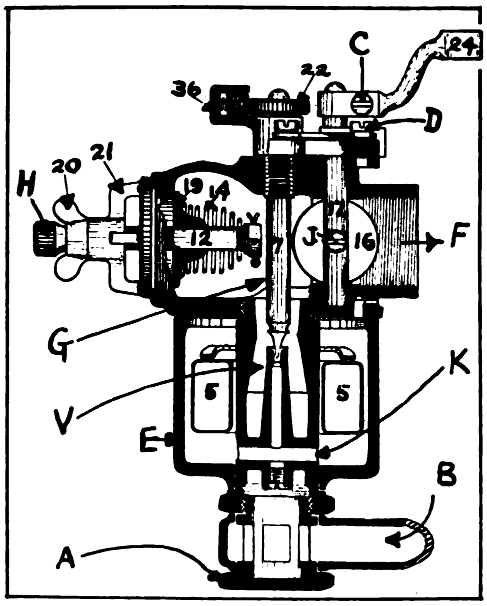
The Heitger

closed the suction of the motor is changed and the air valve does not lift as much as before, while the needle valve E gives more opening in D. Unless atmospheric conditions change or a widely different quality of fuel is used, resetting of the carbureter is usually unnecessary, once adjustments have been made. The Schebler and other types of lift-needle instruments are automatic carbureters.

The Heitger Carbureter

Another type of lift-needle carbureter is the Heitger, the 1914 model of which is seen in the next drawing. The needle valve attached to A is lifted with regard to the jet by means of a screw-part 12 working in a bushing 14 in the carbureter body. The throttle R-2 has a gear C fitted to its stem R, this gear meshing with another on part 12, so that the needle valve A moves as the throttle is moved. The spring 15 tends to keep A away from the jet. The latter has radial apertures leading to the very narrow mixing chamber and is fed from the float chamber E-28 through the strainer fitted opening Q. Primary air enters an opening in the upper body of the instrument and reaches the space surrounding the jet by a port shown dotted behind the jet tube.

Auxiliary enters through E-3 and the suction acts on the valve E, whose movement on or off its seat is regulated by a spiral spring E-2. This spring is attached to shaft S and the tension is regulated by a lever outside moving along a notched sector. A latch 13 allows of adjustment of A for low speed running, thus allowing of an independent initial setting as in the Schebler carbureter. The cap M allows the draining off of any sediment in the jet passage or float chamber, and also permits of the insertion of a new jet if necessary. Other parts of the instrument need no explanation, except that there is a strainer at O in the fuel line I. The attachment to the inlet pipe is at 1. The method of setting is like that of other lift-needle instruments.



Breeze Carbureter

The Breeze Type

The N-A model of the Breeze carbureter is shown in the next drawing, it being attached to the inlet pipe at F. It is of the concentric float chamber type and has another form of lift-needle control. The needle valve 7 has a threaded part which works in a similar fitting in the carbureter body. The head of this valve 7 has a collar fitted to it, which collar is formed with an arm shown as projecting toward the reader. To this arm is coupled a link whose other end attaches to the arm D on the throttle, and when the throttle is moved the needle valve 7 is lifted or lowered to correspond. Independent setting of 7 is by means of knurled head 22, kept in position by a spring latch 36. The position of the throttle arm C on the stem J is set by a screw and clamp. 16 is the butterfly throttle valve.

This carbureter has twin passages K from the float chamber E into the jet and is fitted with a hollow metal float 5. The form of the vaporizing chamber V is that of a Venturi tube which gives the best flow of gas and air with the lowest frictional resistance. The mixing chamber G has the spring loaded auxiliary air-valve 19 at its rear end, the tension of the spring 14 being regulated by the knob H. There is a wing-nut 20 fitted to the spindle 12 and this locks the adjustment made by H. The yoke 21 serves to support the whole of the valve structure and enable an uninterrupted flow of air at the same time. Primary air is taken in through the pipe B attached to the cap A whose removal allows of the taking out of another plug for draining the float chamber E.

(To be continued.)

HARDENING AND TEMPERING STEEL

Simple Methods by Which Any Careful Operator Can Treat Motorcycle Parts With Uniform Success—A Valuable Chart for General Tempering

By D. R. Hobart

PRACTICALLY every repairman and most dealers in motorcycles have hardened some small part at least of a motorcycle in the course of their business. In the majority of cases, this part has probably been a key or washer and owing to its small size the hardening was well done. But when the work has been attempted on quite large pieces, carelessness or timidity has often produced very indifferent results, leading the dealer to depend upon outside help for such work.

Hardening vs. Tempering

Hardening, or *case-hardening*, as it is often called, is the formation of a tough skin or *case* on the surface of a steel part, leaving the interior of the part in its original and relatively softer condition. A hardened part is less likely to break under shock or a heavy load than would be the case where the whole of the part was toughened, as the softer interior will act as a cushion to "back up" the skin when the shock comes. Therefore, cups and cones of a ball-bearing, for example, are case-hardened, as are the balls themselves, and not tempered. Tempering, on the other hand, is the process of giving a part the requisite hardness for the work it has to do, and the hardness extends through all of the part. Thus, a spring is to be tempered to suit the load it works under, and if subjected to a hard shock it usually breaks.

Having shown, roughly, the difference between hardening and tempering, we can go on to the processes used in hardening. The first of these is very simple; it consists of heating the part to a cherry red, rubbing on the surface with yellow prussiate of potash (potassium ferricyanide) until the latter fuses and runs. After this it is best to reheat the part and quench it by thrusting it into cold water. A word right here about both tempering and hardening parts: They must be thrust into the water in the direction of their *length*, or they may warp.

The Box Method

The second process is the so-called box method, and the part or parts to be treated are put into a metal box with animal carbon (charred bones, leather, hoof parings or horns) and heated for twelve hours at a cherry red. Afterward they are removed and quenched in water as before. Case-hardening in other forms is used in making armor-plate, and in the heat treatment of gears, and consists really in the addition of carbon to the outside surface of the parts in order to get the required toughness. The case-hardening of gears is usually beyond the scope of the repairman, especially if the gears are of alloy steel, and an idea of the process can be obtained by reference to the *Motorcycle Manual* in the Encyclopedia Section under the paragraph "Heat Treatment."

Tempering a Part

The preliminary step in tempering is to harden the part as described above. After quenching, the part is to be lightly cleaned or polished and heated until it becomes a very pale yellow, for example. It is then lifted into the air, in a rather dark place, and allowed to cool slowly until it assumes the proper color. At the instant this occurs, the part is to be quenched in cold water. The proper color is given in the table below for various pieces:

Color.	Part.
Very pale yellow	Hammer faces, planer tools for iron and steel, bearing scrapers.
Straw yellow	Screw cutting dies, taps, punches reamers, penknives, milling cutters.
Brown yellow	Twist drills, brass drills, plane irons.
Light Purple	Augers, cold chisels for steel.
Dark purple	Cold chisels for iron, hack-saw blades, screwdrivers, springs, gimlets.

Tempering Springs

The springs on a motorcycle motor may lose their temper, due to heat, and can be tempered in another manner. They may be heated uniformly to redness and plunged into ordinary lubricating oil, then withdrawing and burning off the oil in the flame. That is, the spring is held in the flame until the oil has just flashed off, when it is withdrawn. The main thing is to have a uniform heating at first and a uniform burning or flashing off of the oil.

ENGLAND AS AN EXPORT MARKET

A Practical Discussion of Points the Manufacturer in the United States Must Consider in Order Permanently to Interest John Bull's Riders

By A. T. Stanton

TO one who has until recently been actively engaged in the motorcycle industry on the other side of the herring pond, the industry in this country affords considerable interest. He finds himself in a continual soliloquy, making comparisons between machines, riders, roads, factories, general conditions, and last, but not least, dealers. If his mind is free from prejudice, he will readily admit that while England may, broadly speaking, lead in completeness of design, brought about by superior road conditions, the American manufacturer has very carefully studied that which matters most, and that is, his *raison d'être*. Says he of the British manufacturer: "It will be time enough for me to interest myself in the manufacture of his type of machine when our roads are equal to his, but until then, I guess I'll continue turning out my machine which by reason of its suitability for our conditions and its sound value, keeps my factory at hard pressure."

It is of course an open secret that by the concentration of his energies on one model, he gathers the greater amount of shekels into his coffers, while his brother across the pond, giving way as he does to the whims and fancies of his customers, pleases them by producing a very complete selection of machines, but only at the expense of his stockholders.

Europe a Fertile Sales Field

Now, so far as home trade is concerned, the American manufacturer is happily situated, and of course the more the roads are improved, the more motorcycles will he sell, and the lighter will become the standard of the indispensable little vehicle. When export business is considered, however, he is up against a very different proposition. There is no doubt to my mind that it is only a question of time before fresh outlets for America's ever-increasing outputs will have to be sought. Automobile manufacturers discovered this years ago, and realizing what a splendid field Europe afforded them, took advantage of it, the absence of any kind of tariff in Great Britain being largely in their favor. The result is that today a very gratifying proportion of their output is shipped to Europe.

There is no good reason why the motorcycle manufacturer should not follow in the footsteps of the producer of the larger vehicle, and it is with a view of showing him the possibilities and the likely pitfalls in this direction, that I am penning these notes.

It is well known that one famous American machine, since it made its debut in England several years ago, has "made good." I will even confess that up to the time of its arrival British twin-cylinder engines in general (there were not many of them) were not all that could be desired as regards efficiency, and it was left for the machine in question to create and break world's records by the score before the home manufacturer realized that the time had arrived when the syncronization of his cylinders needed closer attention.

Some Lessons to Be Learned

The 28-inch wheel, twist control, and other distinctive American features, which were at first regarded with a considerable amount of prejudice, have now justified themselves by their reliability, and consequently the path has been smoothed for other competitors. For several years after its arrival, the machine referred to remained practically the only competitor from these shores, but during the last year or two a few other makers have had a "cut in" at the English market. Some of these have already made a favorable impression and I predict a bright future for them. Others, on the contrary, have been a failure, and their makers have learned the reason long before this.

A. T. Stanton

The single-cylinder motorcycle has had a great run in Great Britain for a good many years, but just lately many manufacturers have turned their attention to the more powerful, but expensive twin. Now, this is where the American manufacturer, specializing as he does in twins, comes in. His greatest weapon is his low catalogue price, armed with which he is able to remove a sufficient number of obstacles to permit him to get the thin end of the wedge in. This weapon, however, is insufficient if he wishes to do big business. In order to successfully compete with the British manufacturer on his own ground, it is imperative for the invader to arm himself with a machine the specifications of which reasonably follow those of the native product, which is the accepted standard for practically the whole of the European continent.

To make myself clear, while the majority of European motorcyclists are willing, with price as an inducement, to overlook the American loop frame, twist control, shape of the handlebars, the 28" wheels, the absence of oil-proof chaincases, and many other details, characteristic of the American machine (few of which are to my mind any the worse for being so), the vast majority would never tolerate any machine which suffered much from inaccessibility, or those of which, failing the running method of getting off the mark, it is necessary to jack up the back wheel in order to start the engine.

Good Variable Gear Essential

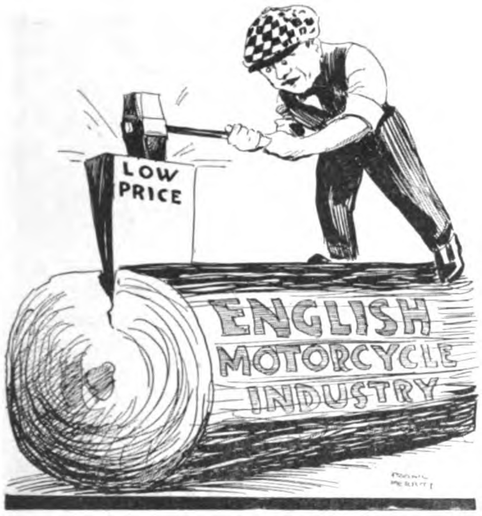
Again, the epicyclic or planetary type of two-speed gear, although popular in the States, has, with two or three exceptions, long since become a thing of the past in England, on account of its excessive weight, and friction on the low gear. Unless, therefore, a machine has a taking appearance and some other good points to compensate for the prejudice against this fitment, I seriously question its chances of success in England. Certainly it would meet with but a poor reception if a combination of all the main objectional features existed.

To make the export branch of the business a commercial proposition the most essential features which must be included in the specifications of any motorcycle, are briefly: a good form of variable gear, a really first-class clutch and a "kick" starter. There are several types of gears in use on English motorcycles, but the most popular for the big town is undoubtedly the countershaft three-speed gear box. The best examples of these units complete the clutch and "kick" starter are probably not as heavy as some of the planetary two-speed gears to be found within these shores. Not only this, but the construction is so simple, and the accessibility so carefully studied, that to take a part out of the gear box, is almost as simple as it is to open a door of a room and take something off the table. This is done without taking the box from the frame and without removing any other part of the machine.

Simple Clutch Construction

The clutch which forms a member of the unit described, is usually mounted on an extension of the primary shaft and is made in several varieties, including the expanding ring, and cone types. The most successful, however, are those of the multiple disc variety, running in oil, and the cork insert type. The latter runs dry and is practically indestructible. Its construction is simplicity itself, consisting of a drilled steel disc, the holes of which are plugged with slightly projecting cork studs. These are allowed to come into frictional contact with plain steel discs, a strong coil spring holding the lot together.

This form of clutch is lately being operated by a Bowden lever and cable from the handlebars, rendering its manipulation extremely sensitive, and the control of the machine the last thing in convenience, particularly when driven solo. Manufacturers of machines the design of whose gears does not lend itself to the fitting of a "kick" starter have, in order to keep up to date, surmounted the difficulty by fitting a free wheel arrangement on an outside extension of the half-time shaft of the engine, operating same through a chain and crank. Regarding general accessibility, I do not think there is now a solitary example of a motorcycle of British construction which does not allow for the removal of its cylinders without disturbing the crank case. This is an important point for the American designer to remember when preparing for export.



Low Price Gives the American Manufacturer an Entering Wedge

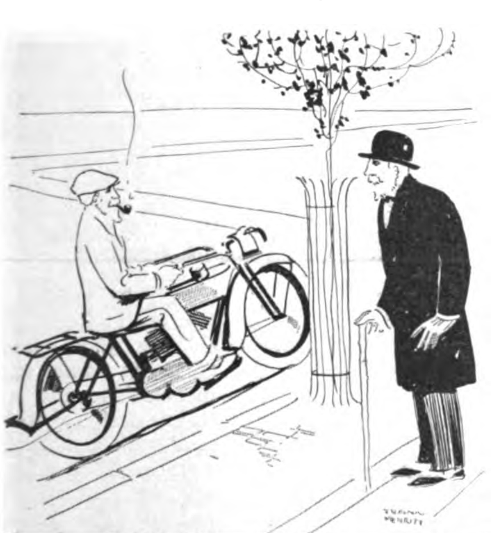
Modest Finish Is Desired

There are several excellent examples of motorcycle design on this side of the Atlantic, the general outlines of which follow those on the other side, and I feel convinced that with little alteration they could be brought sufficiently into line with European practice to be assured of a welcome reception, provided of course it does not influence the price of the machine to any marked extent (and there is no reason why it should).

Incidentally there is no doubt that the alterations would be nothing but desirable improvements which would be appreciated at home and at the same time increase business.

In the matter of rear springing, the American manufacturer has unquestionably stolen a march on his English rival and this the former will find a strong point in his favor.

There is one point that I have not yet touched upon which although not coming under the heading of design, is nevertheless one of the most important of all. I refer to the finish. Whilst in this country striking colors such as red, blue, yellow, white, etc., are regarded as an asset to the sale of a motorcycle, in Great Britain such a feature is likely to prove its bête noire. An Englishman likes to see his machine finished in a quiet color such as black or an artistic shade of French gray. His tank must not be conspicuous by its decoration, but must have a neat panel or line. He has no room for a tank the main object of which appears to be to accommodate the lettering of the maker's name. He desires to be simply a motorcyclist, not a traveling advertisement.



The Light, Dependable Mount Appeals Strongly to the Conservative Englishman

On the Continent, however, a little more latitude is afforded in this direction, the Frenchman's pet color being a rich dark brown.

I have already hinted that the twin-cylinder model is the one likely to afford the profitable proposition, but the prospective exporter will find that Europe has no use for an engine of greater capacity than 62 cubic inches.

The export proposition may, of course, be approached from various angles, a common form being through an export house, but considering the wonderful efficiency of sales organizations on this side, I have no hesitation in saying that in the case of the motorcycle the most profitable method is either by opening a factory depot, or by sending over a factory representative with a sample machine, to appoint responsible agents.

In a future article I hope to show how the European agencies are run on somewhat different lines to the American, and for this reason the manufacturer will find it advantageous if his representative, or depot manager, as the case may be, has some knowledge of both the foreign territory and agencies.

The methods which I personally adopted in establishing agencies in foreign countries was with the aid of a motorcycle and sidecar which not only made me independent of trains, but stood me in good stead as a sample. I found that my arguments were far more convincing and fruit-bearing after my dealer had been my passenger on a short trip which included his pet local "Pimple," than if I tried to interest him in illustrations.

The Value of Practical Results

On one occasion in the winter of last year, a meritorious performance that my outfit had accomplished in bringing me, my passenger and a heavy load of luggage and literature over a snowed-up mountain pass from a town in France to one in Switzerland, did more for me towards clinching an agency than three hours of chin wagging on the machine's capabilities would have done.

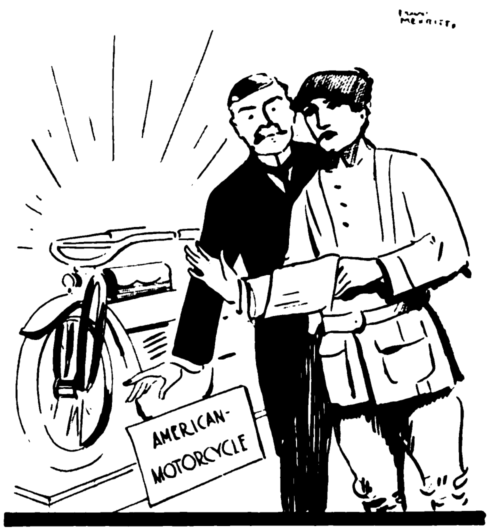
An English machine which is enjoying great popularity in Europe and the British Colonies is the twin-cylinder medium weight of approximately 150 lbs. I know of one particular design of this type for which the demand has been far ahead of the supply for several years and there seem to be no signs of the latter catching up at present. Here is indeed an opening for the enterprising American manufacturer, for his wonderful factory organization and automatic machines which all but talk, enable him to produce cheaper than any of his foreign competitors. Incidentally, I can foresee a great future for a motorcycle of this type in the States, as it would bring to the ranks of motorcyclists numerous riders who have not as yet tasted the pleasures which the sport affords, for no other reason than that the present type of machine does not appeal to them.

Considering the Sidecar

The machine in question by reason of its light weight and consequent ease of handling at all speeds and when not ridden, has found thousands of recruits not a few of whom have passed the equator of life. When seated in the saddle with low gear engaged, one or two kicks at the ground are sufficient to cause it to spring into life. Moreover, its 2¾ h. p. engine runs at a high number of revolutions and the speed of this handy little machine is not far short of its 3½ h. p. brother.

A few remarks concerning the sidecar may not be out of place. This simple form of passenger attachment is enormously popular in Europe and comparatively few heavy twins are ridden solo. The prospective exporter from the States may rest assured that a very large proportion of his 5 h. p. and 7 h. p. models would be attached to sidecars in due course. There is every reason therefore why he should get a good slice of the foreign sidecar business.

In conclusion, it occurs to me that in my limited amount of space I may not have touched on certain points of importance to the would-be exporter. If such be the case I shall be only too pleased to answer any communication addressed to me care of the Editor.



The English Buyer Will Insist Upon a Modestly Finished Machine

ROAD MAPS OF WESTERN STATES

Motorcyclists of the West, as well as those planning tours through that section of the country, will be interested in the announcement of the Clason Map Company, of 1515 Tremont place, Denver, Colo., relative to its output for 1914. It is offering a series of new tour books and road maps of fifteen of the western States. The handy tour guides are issued of each State separately and in pamphlet form. All of the principal motor routes are shown in color. The pamphlets are made of durable material and retail for 25 cents each. The following States are included in the new series: Arizona, California, Colorado, Idaho, Kansas, Montana, Nevada, New Mexico, Nebraska, Oklahoma, Oregon, Texas, Utah, Washington and Wyoming.

In the inspection department of the water works at Allentown, Pa., a Harley-Davidson motorcycle is used with great success.

JUST IN FROM THE ROAD

BY COURIER

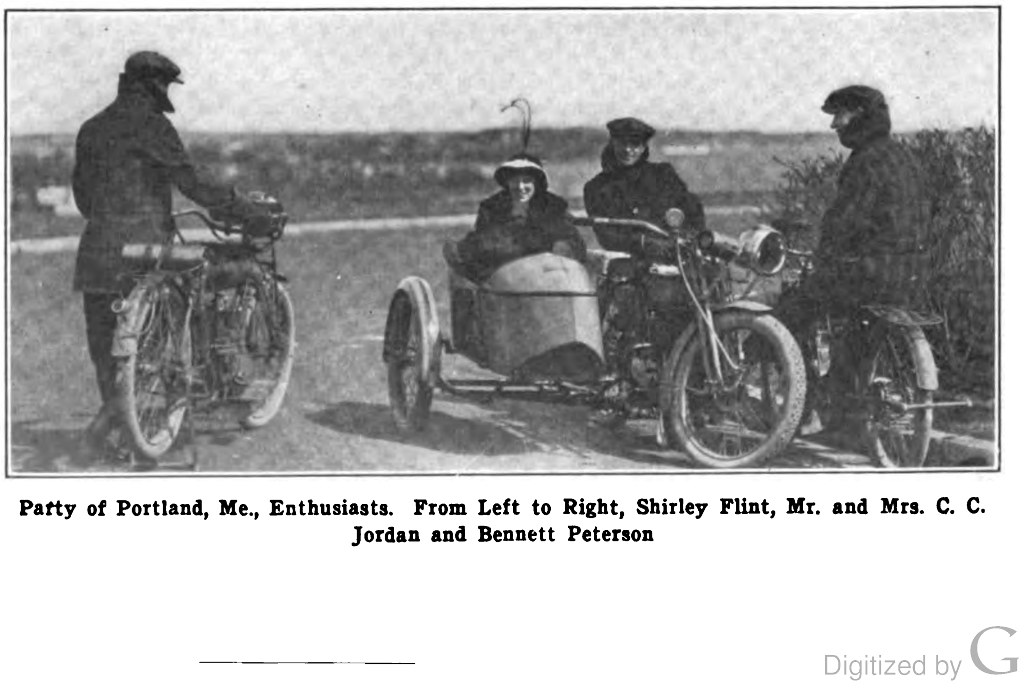
JUST at this time of the year, when many a rider has run his mount for the first few times in its second season of use, he will notice a tendency in his exhaust pipes to get red. Outside of an improper mixture or a choked muffler, the reason may lie in wear in the cams, rockers or push-rods, and this in a motor entering its second season of hard usage is not to be wondered at. When the cam strikes the nose of the follower and the latter lifts the push-rod 2,700 times in each mile, there will naturally follow a little wear in 5,000 miles running, or after some 13½ million movements upward on the part of the follower and push-rod. And in 15,000 miles, a distance covered by one riding companion of Courier's last season, there will be—well, you can sit down and figure it out for yourself. The obvious remedy is to take up for the wear on the clearance between the valve stem and push-rod end, and failing this, to replace the worn parts.

The Red Hot Exhaust Pipe

GENERALLY speaking, when the exhaust pipe gets red hot, it is a sign that the muffler is foul and the remedy is to dismount and clean it, obviously. While this is not a desirable road-side job, it can be effected by disconnecting the muffler and swilling it out with gasoline, thus loosening a part of any gummy oil, dirt or other matter that clogs the holes in the muffler partitions. But even with a clean muffler the exhaust pipe may get red from overheating, either from driving too long on low gear up a steep grade with plenty of throttle or due to an over-rich mixture at high speeds. Another cause is ignition that occurs too late or is too much retarded, in other words.

The Effects of Late Firing

EITHER the over-rich mixture or the retarded ignition will give other effects besides heating up the exhaust pipes. The maximum effect of the burning charge occurs so late in the stroke in either case that the intensely hot flame of the exhaust passes over the opened exhaust valve and strikes the exhaust pipes. As a result, the valve seats are burned or pitted, and the motor runs sluggishly. By the latter symptom a rider can tell if the coloring of the pipe is due to an over-rich mixture or to late ignition. In the case of the foul muffler, opening the cut-out will improve the running of the motor, and the muffler should be looked to for the trouble.



Party of Portland, Me., Enthusiasts. From Left to Right, Shirley Flint, Mr. and Mrs. C. C. Jordan and Bennett Peterson

Cleaning Chains

MOTORCYCLISTS will find that an old discarded scrubbing brush makes a very fine instrument for cleaning driving chains. If there is not a discarded brush available, it is worth while to buy a new one for the purpose. Any ten-cent store carries an assortment of brushes which will prove of value for various cleaning uses. For a temporary cleaning, dip the brush into gasoline and scrub the chain vigorously. It is not necessary to remove the chain to do this. After getting rid of the dust, oil or graphite can be applied to the links.

Of course this treatment does not pretend to be thorough. Every five hundred miles or so the drive chains should be removed and be given a regulation cleaning; that is, several washings in gasoline, followed by a thorough oiling. Modern chains are so well made that they will give very good service even with practically no attention, but, as is true of most things else about motorcycles, their period of usefulness is materially increased by a little attention at suitable intervals.

Unusual Effect of Wear

WEAR in motorcycle parts and fittings often gives rise to peculiar results, as witness the case of one of our club riders. Using a lift-needle carbureter, he found that at the end of a couple of months' riding he could not run at more than 45 miles an hour with his twin machine. He set the mixture again and again, getting about 47 miles at the best, and finally decided to trade in his machine and get another make. I took a good look at the carbureter and discovered that the cam which operates on the end of the needle-valve stem was not curved but flat at about three-quarters opening.

In other words, when he opened the throttle to that point everything was well, but when he opened it further the suction increased without a corresponding change in the size of the jet opening, as the needle valve did not move. He got a very rich mixture as a result and no increase in anything but carbon deposit. Putting on a new cam restored things to their former first-class shape.

Be Sure the Oiler Oils

NEVER (unless forced to) allow the oil in the tank to go below one inch or so from the bottom, especially if the motor is fed by a mechanical oiler. This latter does not show the flow of oil like a sight-feed, and an air-lock in either of its suction or delivery pipes, or in the oiler itself, may be the cause of great trouble to the rider. The oiler will "throw' air instead of passing the oil, and a stuck bearing may be the result. On many oilers a small screw is fitted to prevent air-locking, and this should be removed in case there is any doubt as to the flow of the oil. Air-locks come from empty, or nearly empty, tanks, hence the need of keeping considerable oil in the tank at all times. Disconnecting the delivery pipe to the crankcase will show whether or not oil is being passed by the oiler.

A Handy Clutch Wrench

A FRIEND of mine wanted a good substantial clutch wrench for his Indian, one that would not take up much room in the tool box and that would always be ready for instant use. First he made one out of a big screwdriver, by flattening down the end and then cutting it out to the proper shape with a small file. It worked beautifully for a time, but one day in a horribly hilly, rough country, he needed to tighten up the clutch springs an extra notch, the result being that his home-made clutch tool collapsed. The material in it could not stand the strain of setting up the nuts.

Next he decided to try an improvement on the tiny clutch tool that came with the machine, the one that is designed to be used with a monkey-wrench. With a hack saw he cut off the end of the ruined screw driver, leaving only two inches of metal beyond the handle. This end he carefully smoothed down with a file until it fitted snugly in the hole of the tempered steel clutch tool. Then he heated the latter in the flame of a gas torch, directing the flame at the hole so as to expand the metal there, but not heating the points enough to affect their temper. The last part of the operation was to drive the heated piece down over the end of the ex-screwdriver. Of course, as the hot metal shrunk on cooling, the already tight fit would be all the tighter.

This tool makes clutch adjustment a matter of seconds only. The tool is so handy and so easily made that every rider of an Indian machine ought to have one in his tool kit.

Pointers on Threading Nuts

ONE of the most exasperating things about some motors is the ease with which the special threads in some nuts go wrong. If the United States Standard threads were used, it would be a simple matter to get new nuts, but very few threads on two-wheelers follow that standard. So when a nut strips, and the rider cannot get another like it, he has to make some sort of temporary fitting, such as renewing the thread by a soft lining in the nut.

To reline a damaged threaded nut, soft solder is run into the threads, and allowed to get thick enough to give a good bearing for the screw-threads. When the solder is still soft the nut should be started on the bolt or screw, and worked down a little at a time, until a new thread is cut by the screw inside the solder. Such a thread will hold for some time, but obviously cannot be depended upon like the original thread in the metal of the nut. The nut is to be fastened to a piece of iron wire during the operation, so as to be able to renew the heat of the solder if needed.

When kerosene, extra long wrenches, heat or chisels will not remove a refractory nut from its stud or bolt, the best way is to cut it off, as it has probably rusted on the thread. Too much force applied would wrench off the bolt, so splitting the nut with a chisel will allow it to be removed without injuring the bolt. The larger nuts will be more readily split if small holes are drilled through from the upper surface and close together.

Float Causes Erratic Running

OCCASIONALLY riders have been mystified by erratic running of their motors, the cause being actually due to a sticking or sodden cork float. The symptoms are sudden speeding up followed by loss of power, missing for a short interval and again accelerating, all without changing the position of spark or throttle. When such actions occur, it is best first to "tickle" the carbureter, so that if the cause is sticking it will be cured at once. If this does not remedy the action, the carbureter should be taken down, and the float chamber and its contents examined. Sticking naturally occurs with either cork or metal floats, but the symptoms following a punctured metal float are different from the above.

Avoid the Demon Rust

ONE good reason for immediately wiping down a motor after using it in the rain or in mud is that rust is a first-class insulator. Let a terminal get rusted, and the current will not pass, or at least it will pass so poorly that ignition will be uncertain. Hence, after subjecting the motor to wet running, disconnect and wipe dry every terminal, as well as all the exposed parts.

A Feilback Limited Rider Getting Close to the Heart of Nature

After the machine is under cover, out of the wet or mud, wipe off the spark plugs as well as the controls, etc. A little oil or grease may collect on the insulation, forming a short-circuit for the current, and the resulting missing may puzzle the rider, especially if he uses a mica plug, against which it is difficult to see dirt.

Caring for Disc Clutches

MULTIPLE disc clutches that are intended to run in oil are too often run in dirt or bone-dry, owing to laziness on the part of their users. Where the plates are all of steel, use fresh oil every 400 to 500 miles—or oftener, if the makers advise it. Before putting in fresh oil, dismount the clutch parts, clean them with kerosene, and allow them to dry before again putting them in place. As each disc is put in, see that it is well oiled, and that the whole clutch is filled properly before the last part is put in.

Carrying an Oil Can

LAST summer I made a twenty-five hundred mile tour, in the course of which I picked up a fair number of handy kinks in connection with my machine. One thing that bothered me was the squeaks that occasionally appeared in various parts of its anatomy. It is not prudent to carry an oil can in the tool-box, as it is almost sure quickly to spring a leak, but I wanted to have one at my disposal for use whenever a squeak developed. A squeaking frame, fork, saddle, or what not gets on my nerves, and I always stop riding and attempt to cure the difficulty.

To have a supply of oil available I procured an ordinary sewing machine oil can and jammed a cork down over the end to prevent its leaking. This I carried in my coat-pocket, with a bit of flannel wrapped about it, and on many occasions during the trip it proved its worth. I used it for the small oil wells on my clutch, for the drive chain, the engine rocker arms, saddle springs, etc., etc.; in fact, for a score of places.

Cleaning Choked Jet

IN many cases, a partially choked jet can be cleared by "tickling" the carbureter while speeding up the motor at the same time. The increased suction accompanied by the flooding due to priming will usually dislodge the cause of choking. This same wrinkle can occasionally be used on a steep hill where the motor knocks from being overdriven. The very mixture thus formed will give a new but very brief lease of life to the motor, and the hill can be negotiated in good shape.

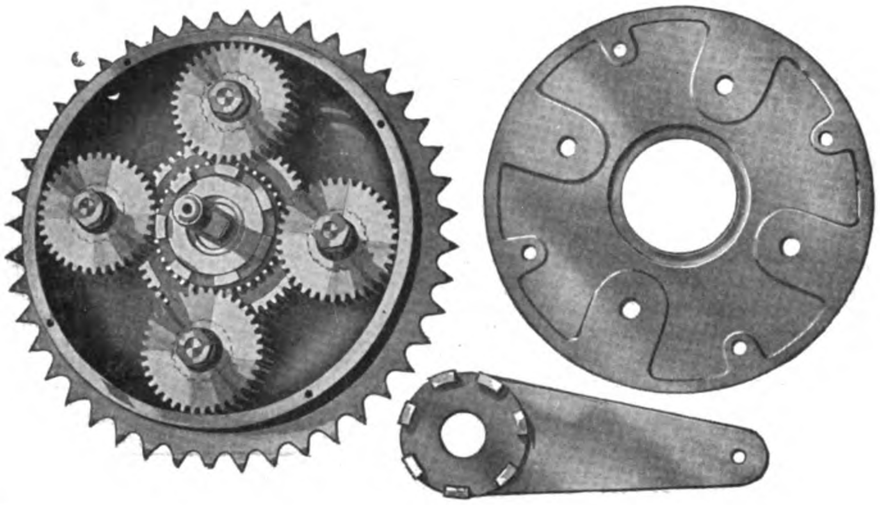
Gasoline an Antiseptic

CUTS and burns can be treated with gasoline, which is a fine antiseptic. After a fall, when the skin is torn, the rider should wash out any dirt with gasoline, and thus prevent any chance of infection. The feeling of gasoline on a cut is not pleasant, but it does the work of cleansing and healing satisfactorily. The priming syringe is the best means of applying the fluid to the seat of trouble.

Noisy Motors

MACHINES often get a poor reputation from the carelessness of their riders, especially with regard to the noise they emit. A combination of weak mixture and insufficient spark advance will make any motorcycle motor noisy, besides rendering it sluggish in action.

Two ECLIPSE Speed



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MOTORCYCLE ILLUSTRATED

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THURSDAY—SECOND MAY NUMBER—MAY 28, 1914

THE MID-SUMMER RALLY

IN arranging for a rally of motorcyclists under the auspices of this journal, MOTORCYCLE ILLUSTRATED has undertaken *something different,* something which promises to be just as interesting as it is out of the ordinary. It is by no means a small task, and although the success of the enterprise seems already assured, it can be made record-breaking in its importance as a gathering of motorcyclists only through the most earnest co-operation of the trade, the clubs and individual riders. As for the latter, however, all within a two-days' journey from Saratoga will find it entirely to their advantage to arrange to be there on July 3, 4 and 5. Among other things, it will be most desirable to prove to the people of the New England and Middle Atlantic States that the motorcycle industry and the motorcycle sport amount to something. This is the principal purpose of the Saratoga Rally; the second is to give all the boys a wholesome good time in one of nature's beauty spots and one of the world's most famous resorts.

"You picked a winner," wrote our representative after he had sized up the possibilities of Saratoga. We believe we have, and we hope to play host to several thousand riders. The dates and the place of the rally have been arranged so that they will in no way interfere with the F. A. M. meet. The Federation's conclave will be held in St. Louis beginning July 15. The Saratoga meeting will take place nearly two weeks in advance. Those who want to attend both events can easily do so. If perchance you are compelled to decide between the F. A. M. and the Saratoga gatherings, choose the former and go to St. Louis. But there are tens of thousands of riders in this part of the country who will be unable to get to St. Louis, and these riders are invited to arrange their vacations so as to be in position to make the Saratoga trip. It will be well worth while. Just accept our assurances on that score.

We are determined to establish new figures for a gathering of motorcyclists. You, Mr. Manufacturer, Mr. Dealer and Mr. Rider, can help us achieve our purpose. You need do nothing but come, and induce as many as possible of your friends to accompany you. We shall see to it that you have an enjoyable time. Saratoga possesses all of the natural advantages needed by a convention city. There are good roads, beauty spots galore and a good track. Add to these inducements, a rapid-fire entertainment program and enthusiasm of the brand that is coming to be associated with motorcyclists the country over, and it is not difficult to imagine a truly record-breaking gathering.

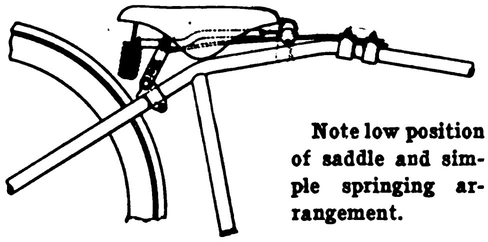
We hope to have you spend the Fourth with us at Saratoga. Just send us a line stating that you'll be there.

PATENTS

An ingenious arrangement of the gasoline and oil tanks for motorcycle service is provided for in a patent which has just been granted to William S. Harley, of the Harley-Davidson Motor Co. The specific object of the invention is to provide a tank that is formed in two separable longitudinally disposed sections or compartments that are adapted to sandwich the reach-bars of a motorcycle, and to provide means for attaching these compartments in nested arrangement about the reach-bars between the head and seat-mast. By doing this a unitary appearance is presented and at the same time the compartments are held rigidly in place. Each tank member is provided with the ordinary filling necks and valve-controlled feed discharge nipples. The tank members are provided with lapped flanges that are nested over the upper reach-bar to suspend the tanks. Suitable fastening members secure members and incased reach-bars together. The patent is number 1,090,532.

New Springing System

An improved saddle for motorcycles has just been patented by Alley L. Brett and Herbert L. Parker, of Braintree, Mass. The seat portion of this saddle is located at a relatively low elevation, so that the feet of the rider may touch the ground as occasion may require. Its supporting springs are arranged so that the saddle when yielding vertically under the rider's weight may also yield lengthwise in a forward direction, this compound movability being the distinguishing feature of the invention, and preventing discomfort to the rider when an obstruction is encountered. The saddle comprises a base spring attachable to a cycle frame, a rider bar supported by and movable on the base spring, a saddle top connected with the rider bar, and a link engaged at one end with the rider bar, and adapted at its opposite end for engagement with the cycle frame, this link causing the rider bar and top to move lengthwise in a forward direction when they are depressed. Patent 1,091,800.



Note low position of saddle and simple springing arrangement.

Some Spark Plug Improvements

Several new spark plugs have recently been accorded patent protection. In a spark plug devised by William S. Witter, of Toledo, Ohio, it is noted that there is an attachment for providing a plurality of spark gaps in series with the main electrodes of a spark plug, this attachment being constructed so that it may be readily placed in position without the necessity of removal or dismantling of any of the main parts of the spark plug. Patent 1,092,322.

John De L. Barmore, Apalachicola, Fla., has a waterproof spark plug structure. He provides a strong outer casing or surrounding cap-like shell to protect the weaker parts of the device. Patent 1,092,687.

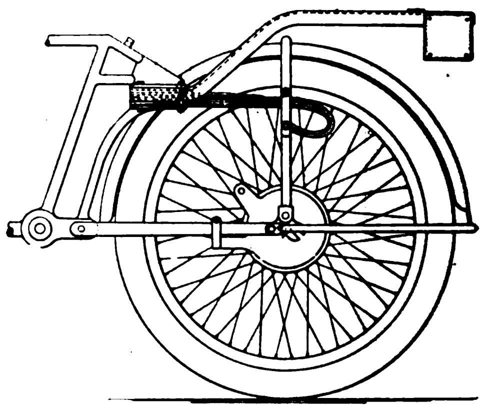
Charles M. Conklin, Cincinnati, Ohio, has patented a spark plug having an insulating core, preferably of porcelain, made in two parts, one of which is subjected to the heat of the engine cylinder, and the other exposed to the temperature exterior to the cylinder. This avoids the tendency of the core to break, an inherent weakness where a single core member is provided and subjected to the widely variant temperatures of the engine and outside atmosphere. A non-conducting and heat-insulating diaphragm separates the two core parts, thus protecting the outer part of the Conklin spark plug from the heat of the engine cylinder and preventing an interchange of temperatures between the two parts. The inventor also provides spark points that may be easily removed and replaced. The inner part of the porcelain core may be removed and replaced without disturbing the necessary packings.

Auxiliary Side Wheels

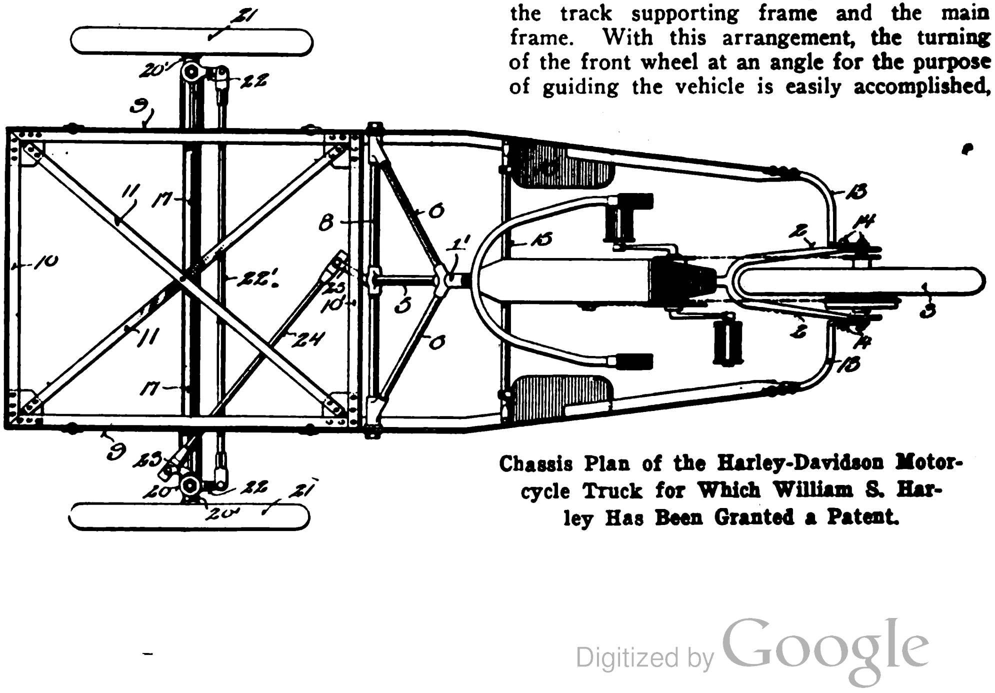
Two patents have recently been added to those previously taken out by David James Johnston, of Toronto, Ont., who has transferred the patent rights to the Militaire Auto Co., Inc., of Cleveland, Ohio. The latest is for an auxiliary wheel mechanism for motorcycles. Preferably, however, the device is not one auxiliary wheel, but a pair of them. These auxiliary wheels are mounted in suitable hangers, pivotally attached to the rear frame, and are adapted to be raised and lowered by level and toggle mechanism. The object is to increase the stability of the machine and to facilitate starting and stopping. A further object is to retain the motorcycle in an upright position when at rest and also to act as an aid in the prevention of skidding, the advantage of which is apparent. Patent 1,091,065.

New Steering Mechanism

A new steering mechanism for motorcycles is the other Johnston invention which is the subject of a recent United States patent. The combination claimed as new includes a curbed track member passing through the hub of the forward wheel, rollers mounted in the hub and bearing on the track member, a track-supporting frame and a steering-fork connected with the hub and journaled in the track-supporting frame and a steering-post journaled in the main frame. Between the post and the fork is a flexible connection. A flexible connection is also provided between the track supporting frame and the main frame. With this arrangement, the turning of the front wheel at an angle for the purpose of guiding the vehicle is easily accomplished,



Spring Luggage-Carrier, Described in a Recent Issue, for Which Oscar Hedstrom Has Been Granted a Patent

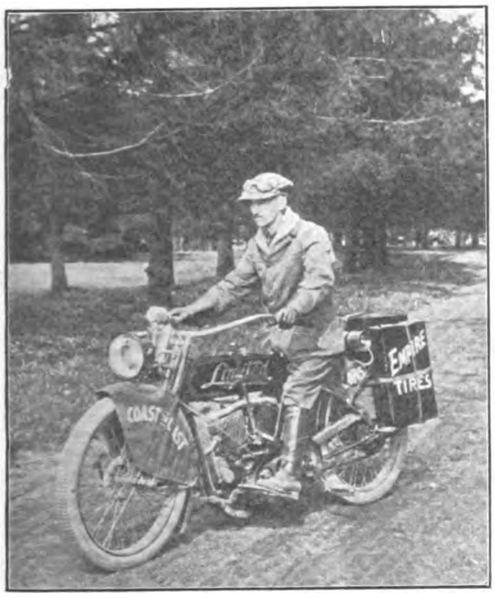


Chassis Plan of the Harley-Davidson Motorcycle Truck for Which William S. Harley Has Been Granted a Patent.

GENERAL NEWS SECTION

ANOTHER TRANSCONTINENTALIST

The latest motorcycle enthusiast to decide upon a cross-country journey is H. O. Van Antwerp, of Grand Rapids, Mich., who left New York a few days ago with San Francisco as his destination. Mr. Van Antwerp will represent the Feilbach Motor Co. along the route, and will also allow himself plenty of time for side trips as his tour is intended to combine business and recreation. As will be noted in the accompanying photograph, the rider is using a Feilbach, Limited motorcycle, equipped with Empire tires.



EXCELSIOR AUTO-CYCLE DAY

From the headquarters of the Haverford Cycle Company, Philadelphia, Pa., comes a bulletin to the effect that everything is in readiness for the staging of the big Excelsior Auto-Cycle parade and speed festival on Decoration Day. Entries for the races, which, owing to the excellent prizes offered promise to be hotly contested, closed May 25. It is expected that at least 5,000 motorcycle and bicycle riders will participate in the celebration. Everyone who takes part in the parade will have lunch as the guest of Max Sladkin, president of the Haverford company, and in the afternoon each rider will be given a ticket to the motordrome.

HORN SUITS DISCONTINUED

After a legal contest of several months, a settlement has been reached between the Lovell-McConnell Manufacturing Company, of Newark, N. J., maker of the Klaxon horn, and the G. Piel Company, of Brooklyn, maker of the Long horn. All suits which involve the Lovell-McConnell Company, the Piel company and the H. W. Johns-Manville Company will be discontinued and the Klaxon and Long horns are to be made and marketed in competition to each other. Each company will manufacture motor-driven and hand-operated horns for both automobiles and motorcycles. Although the details of the agreement have not been perfected, each company will take out licenses under the patent of the other.

F. A. M. CONVENTION WILL BE HELD IN ST. LOUIS

ST. LOUIS will be the scene of the 1914 F. A. M. convention.

This decision was made known on Wednesday, May 27, when President B. J. Patterson cast the deciding vote for St. Louis after the Federation directors had divided their eight votes equally between the Missouri city and Peoria, Ill. Directors Johnson, French, Gorman and Pixley favored Peoria, Ill., while Directors Daeritz, Wanghop, Gale and Estabrook cast their votes for St. Louis. When the vote was made known, President Patterson cast the deciding vote for St. Louis. The proposition to hold the convention July 15-18 received the unanimous support of the F. A. M. directors. Committees on publicity, touring and finance will be appointed at once.

Chicago, Ill.—The Excelsior Motor Manufacturing & Supply Company states that it is now shipping three carloads of Excelsior motorcycles a week to the Haverford Cycle Co., which has its headquarters at Philadelphia and branches in a number of the larger cities. One morning recently the Excelsior company received a hurry call for six carloads of machines, 310 in all. The shipment was valued at about $62,000.

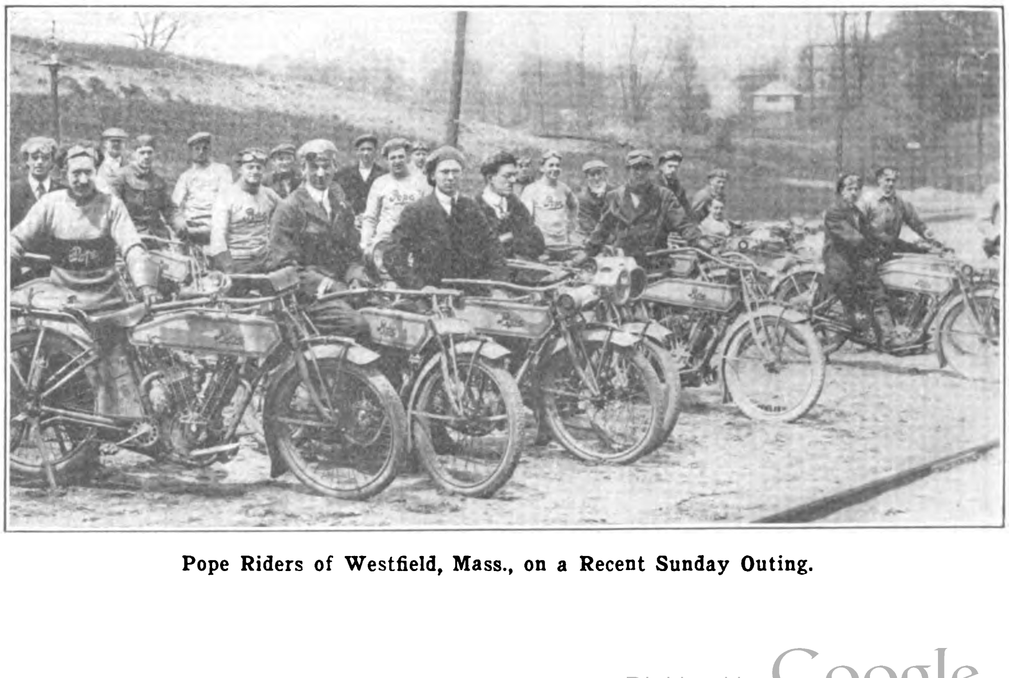
A CHICAGO "TROUBLE-SHOOTER"

In the accompanying photograph appears Jack Meyers, one of the "trouble-shooters" employed by the Chicago Telephone Company.

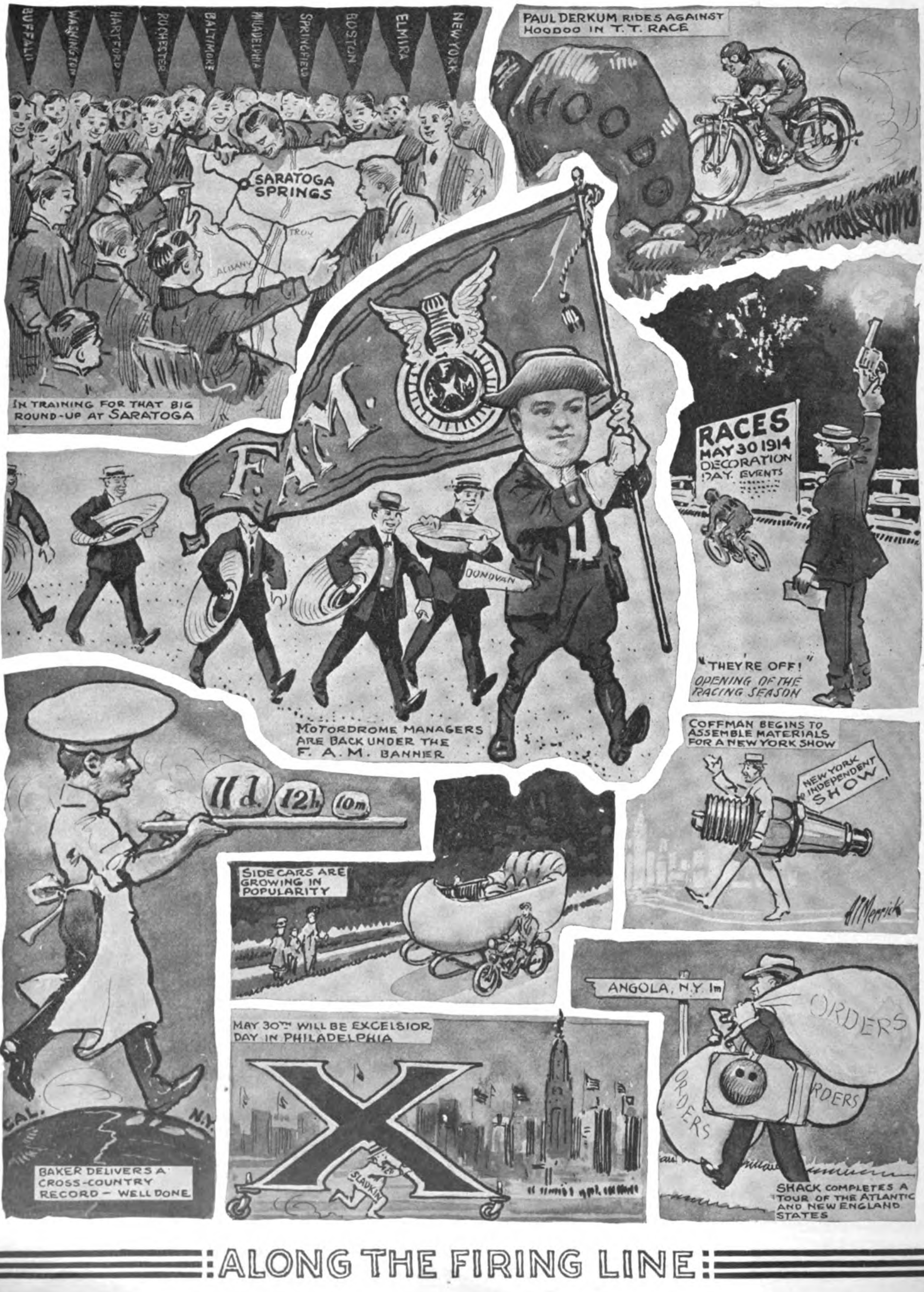
Meyers has been using a Flying Merkel machine in his work for a number of years. His 1912 machine covered more than 14,000 miles, and his 1913 mount, which is now in service, has covered more than 18,000 miles up to date.

MACHINES STOLEN FROM BOYD CO.

Thieves recently broke into the headquarters of the Boyd Motor Company, Inc., 148 Berkeley street, Boston, Mass., and stole a Harley-Davidson single-cylinder chain-drive model, the motor number of which is 731D. The Boyd company also reports the loss of a twin-cylinder Harley-Davidson, 1913 model. The motor number of this machine is 1130E. A reward of $25 will be paid for the recovery of each of the machines.



Pope Riders of Westfield, Mass., on a Recent Sunday Outing.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IN TRAINING FOR THAT BIG ROUND-UP AT SARATOGA
PAUL DERKUM RIDES AGAINST HOODOO IN T. T. RACE
HOODOO
F.A.M.
F M
DONOVAN
MOTORDROME MANAGERS ARE BACK UNDER THE F. A. M. BANNER
RACES MAY 30 1914 DECORATION DAY EVENTS
"THEY'RE OFF!" OPENING OF THE RACING SEASON
COFFMAN BEGINS TO ASSEMBLE MATERIALS FOR A NEW YORK SHOW
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BAKER DELIVERS A CROSS-COUNTRY RECORD — WELL DONE
SIDE CARS ARE GROWING IN POPULARITY
MAY 30TH WILL BE EXCELSIOR DAY IN PHILADELPHIA
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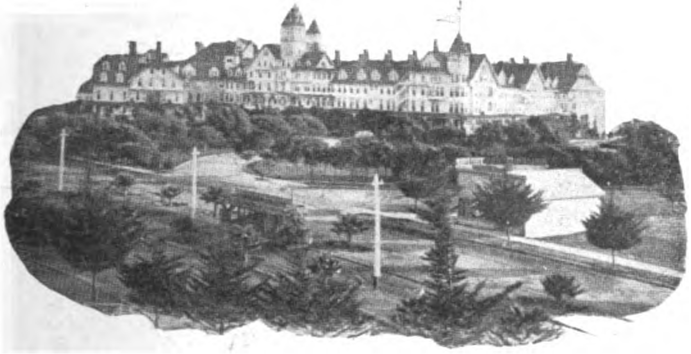
SHACK COMPLETES A TOUR OF THE ATLANTIC AND NEW ENGLAND STATES

ALONG THE FIRING LINE



Hotel Coronado, San Diego, Cal.

COAST
TO
COAST

BAKER'S OWN STORY

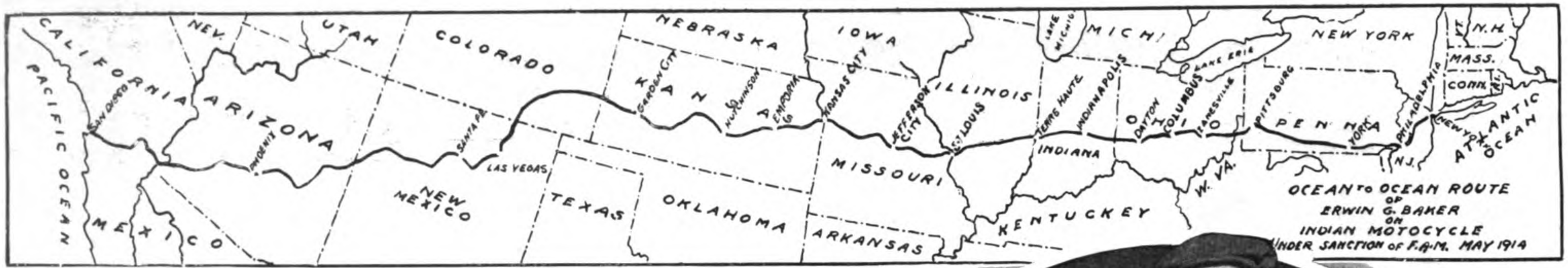
Of His Record-Breaking Trans-Continental Trip

San Diego to New York, in 11 Days, 12 Hours and Ten Minutes

I WAS always inclined towards outdoor sports and athletics and had often trained for boxing and sparring, which brought me in contact with throwing the medicine ball, jumping rope and all the physical culture performances that go to train a man for endurance. I found when I purchased my first motorcycle that I had endurance and stamina that seemed to be far in advance of the ordinary motorcycle rider. I found it an easy matter to ride a great deal further and faster in a day without fatigue than the ordinary rider, which finally led me into road-racing and long-distance riding.

From time to time there had been men crossing the continent, driving automobiles or riding motorcycles, and I began to have a longing to accomplish such a feat; but before attempting such a thing I recognized that there was considerable training to be done on my part, not so much physically as in the handling of a motorcycle at terrific speed through sand and mud and over rough roads; in other words, to find the knack of doing this. I also realized that if I desired to make a mark in time that would be recognized by the

Woolworth Building,
New York City.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NEV.
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ARIZONA
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MEXICO
COLORADO
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LAS VEGAS
TEXAS
OKLAHOMA
NEBRASKA
KANSAS
GARDEN CITY
HUTCHINSON
EMPORIA
KANSAS CITY
IOWA
MISSOURI
ARKANSAS
JEFFERSON CITY
ST. LOUIS
ILLINOIS
TERRE HAUTE
INDIANAPOLIS
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LAKE MICHIGAN
MICH.
KENTUCKEY
OHIO
DAYTON
COLUMBUS
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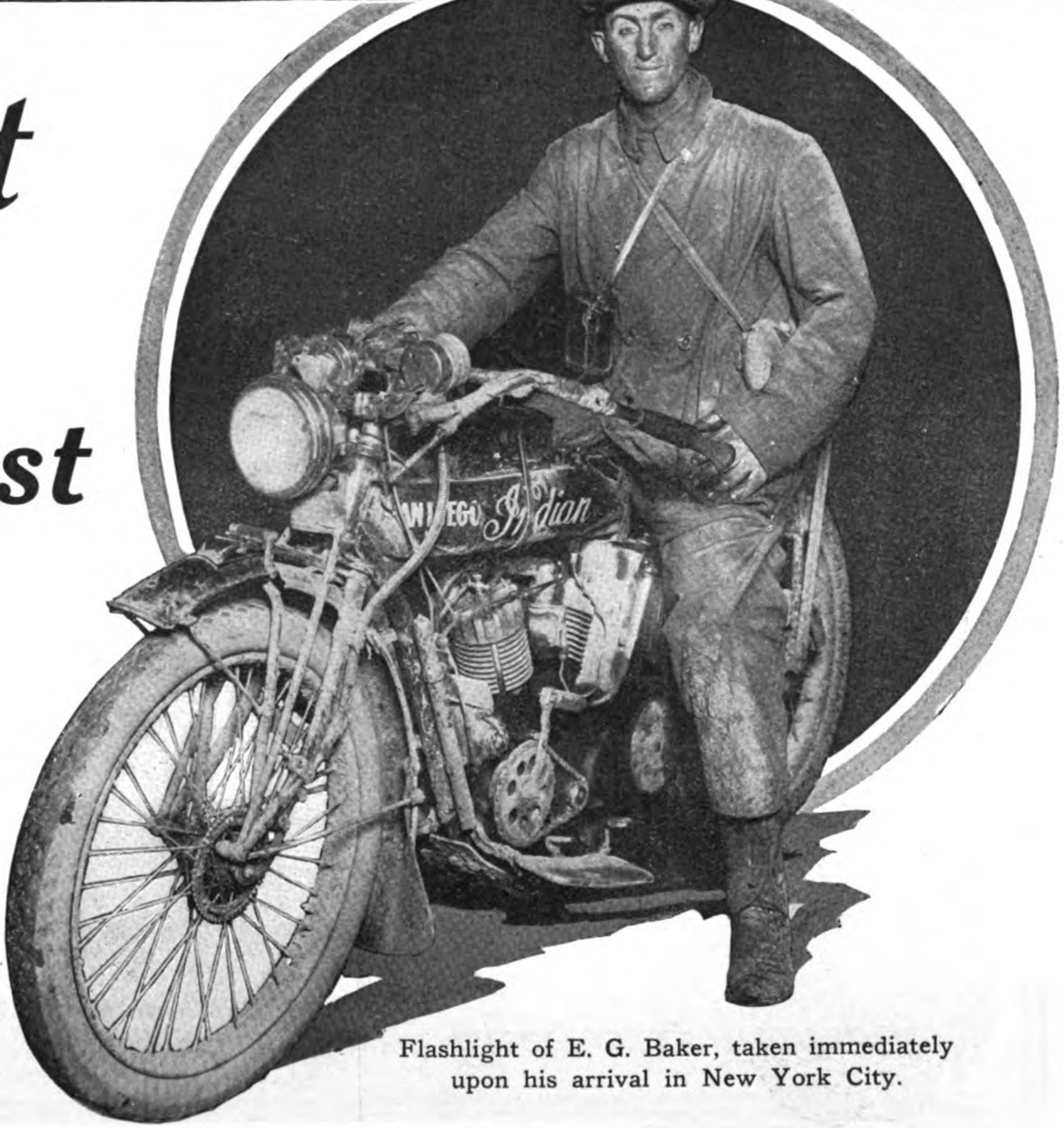
NEW YORK
CONN.
MASS.
N.H.
VT.
ATLANTIC OCEAN
OCEAN TO OCEAN ROUTE
OF
ERWIN G. BAKER
ON
INDIAN MOTOCYCLE
UNDER SANCTION OF F.A.M. MAY 1914

9 Days Cut from Coast-to-Coast Record

Motorcycle World Electrified by Latest Indian Achievement


SAN DIEGO Indian

Flashlight of E. G. Baker, taken immediately upon his arrival in New York City.

Erwin G. Baker arrived in New York City at midnight,

time, and reached New York 11 days, 12 hours and 10 minutes afterwards.

Baker Rode a 1914 7 H. P. Twin Two-Speed Electrically Equipped

Indian Motocycle

With Cradle Spring Frame

HIS route took him over four mountain ranges—over a 1,027-mile desert stretch of sand—through a 232-mile stage of mud—and at one point he rode 64 miles on the railroad ties. These obstacles were all surmounted in record time and without ***experiencing any mechanical difficulty whatever with his machine.***

The supreme test of the Two-Speed Gear came when Baker climbed from 200 feet below sea level to an altitude of 9,647 feet—and the power never gave way beneath him.

The supreme test of the Cradle Spring Frame was Baker's 3,378.9 mile route—a transcontinental trail that imposed all the gruelling road conditions known to travel. He states that without the Cradle Spring Frame he could have never hung up the astounding figures which he did. It absorbed all road shocks and jars, thus doubling the rider's endurance and enabling him to make a speed over rough surfaces that hitherto was considered impossible.

The supreme test of the Indian electric lighting system was the same one which the Cradle Spring Frame withstood. Baker arrived in New York with his original electric light bulb in its socket burning brightly. The batteries were in fine condition at the end of the trip and needed no recharging or attention during the entire ride.

Baker's machine was a stock Indian which he never rode until 3 hours before starting his run

Ride was made under auspices of the F. A. M. The previous transcontinental motorcycle record was 20 days, 9 hours and 1 minute.

2700 Indian dealers will supply you with the exact counterpart of the machine that Baker rode on his record-breaking trip. Send for catalog.

Hendee Manufacturing Company - Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

BRANCHES AND SERVICE STATIONS:

Chicago
San Francisco

Dallas
Atlanta

Kansas City
Toronto

Minneapolis
Melbourne

Denver
London

entire world, that a trip of this kind was far distant from me at that time and I began to roam around the world on a motorcycle, always seeking highways and byways that were of the roughest and most difficult nature to master. So one day I made up my mind that I would go off on one good long "roll."

No one can deny but that it was sure some "roll." However, "rolling" across the continent from the Pacific to the Atlantic on a motorcycle is not quite as simple a performance as rolling off the proverbial log.

On January 27, 1912, I groomed up my 1912 two-speed Indian and left Indianapolis and rode clean through to Miami, Fla., and from the Florida Keys I took passage on a steamer to Havana. I rode over the entire island of Cuba and from there I rode over the entire island of Jamaica. Then I took steamer to Colon and crossed the Isthmus on my Indian, and then took steamer up to San Diego, Cal. I spent three months riding through the tropics and over trails covered with vegetation, covering 14,000 miles on the Indian, and spending 20 days of the three months aboard steamships.

Close Figuring on the Weather

After completing this trip I rode in a great many endurance runs and road races throughout California and across the deserts of Arizona. This, with my physical training, placed me in a frame of mind where I considered that I was ready to make a transcontinental trip that would make them all "sit up and take notice."

About the first of January, 1914, my wife got to joking about my dream of a transcontinental trip, so I made up my mind that I was not even going to permit my wife to kid me along and I then and there made up my mind to perform the "stunt" during the year of 1914. Then, I walked down the street and called on a friend of mine, Louis Brant, who was the Government weather clerk at Phoenix, Ariz., the town I was then living in. I asked him if he could not in some way help me out, preferably by a prediction of the weather for the next three months, so that he could sandwich me in between a couple of rainstorms and get me pretty well across the continent without muddy roads. This weather business I don't know much about myself, only from day to day, and I found that I had asked my friend a question that involved a serious problem, but he assured me he would spend a little of his own time in aiding me.

For the next three months during his spare time he made researches for ten years back, as to just how the weather stood during the various months, and he decided that the month of May was the most favorable time for me to leave the Pacific Coast, and predicted that if I started at a certain time he could get me across the Mississippi Valley before a storm would overtake me. In other words, he picked the day and told me that I would be chasing a storm eastward and that another one would be chasing after me. Boys, this kind of fortune-telling is hard to believe, but I felt that I had to believe somebody and I knew figures would not lie, so I decided to make the start on the day the weather clerk arranged for me.

Months of Detail Work

Then I went back and talked it over with my wife, as only she and myself and the weather clerk knew anything about my intentions. She finally became convinced that I had the nerve to do what I claimed I could do and what I started out to do, and she then helped me in a most loyal manner.

The first thing we did was to get a log-book from Westgard, the veteran pathfinder, showing the various trails across the continent, and which gave a brief description of conditions. We found in this log-book two routes, one of which had what we considered fairly good going, but the mileage was longer and I decided I was toughened up enough to take the shorter route with the hardest kind of going.

My wife then became enthusiastic, and we started in to write letters to people along this route, inquiring about roads and bridges and where gasoline could be located. We consumed two months getting this data together. We found that from Rice on to Fort Apache it was impossible to get gasoline. These places were located from 40 to 120 miles from railroad stations, so we arranged to have gasoline packed in on burros from the railroad station to the various points on the desert and mountain trails, which cost me seventy cents a gallon.

John Constant Greeting Baker at the Ferry in New York.

I then called on Mr. James Barker, a Government civil engineer, who is now employed by the Department of Irrigation, and asked him if he would in his spare time make me a drawing of my trail across the thirteen States I had decided to pass through, and he favored me by laying out this map and made a number of blue prints of it.

When this was done I immediately got in touch with Chairman Donovan of the Competition Committee of the F. A. M., and told him my plans. He was then the fourth one in my secret. Mr. Donovan, before making a reply to my request for a sanction, found it was necessary to get in touch with all of the directors of the F. A. M., as he did not desire to bring any legal obligations upon the organization by issuing such a sanction, and I in turn guaranteed to him that I would live up to all the speed laws passing through towns and villages in my trip, which I afterwards did most faithfully.

I was then granted the sanction and after receiving it I wrote Mr. Weschler, of the Hendee Manufacturing Company, of my intentions, and he replied: "Go to it. We will welcome you in New York whether you break a record or not."

The Weather Predictions Verified

My friend Brant (the weather clerk) decided that I should get to San Diego and be ready to start May 3, in between the storms. I then took an automobile stage and rode from Phoenix, Ariz., to San Diego, which consumed three days of my time. The day I left Phoenix my wife also left, for Indianapolis, and while waiting in San Diego for my machine I received a wire from my wife saying: "Don't start, as it is impossible to get through." This wire was due to the fact that while passing through Kansas and Illinois she met terrific rainstorms, bridges being washed out, fields flooded and streams swollen. This verified my friend Brant's prediction, and I was all the more anxious to get started and trail after that storm.

I then hunted up the Indian agents at San Diego, C. A. Sheppard & Co., and asked them if my machine had arrived. Sheppard smiled and said it had and wanted to know where my eyes were that I didn't see it stuck in the window together with a large display of a map, showing my proposed route across the continent. I took the machine out of the window, a mount I had never seen before, and took a little ride on it. I took a trip into the mountains to be sure of my adjustments before starting, and then returned to the agency. It then struck me that I could make faster time over my rough going in the desert and on rocky trails if I put on larger tires, so I put on three-inch Goodyear tires, both front and rear, and this was the only change that was made in the machine.

Leaving the Rain Behind

I hung around the agency and began to realize that a lot of the boys were stacking up their dollars in betting as to the number of days I would do the trip in, and I began to figure I was going to fool the whole bunch.

The morning of May 3 found me dressed in leather riding trousers, short raincoat and a khaki shirt, while I had had a special canteen made to hold a gallon of water to help me across the desert. A beautiful rainstorm made its appearance, going south on the Coast, and my good friends who were putting their money on me as a winner tried to prevail on me not to start, and those who were figuring on me to lose seemed to be very anxious for me to get on my way. But none of them knew that I was using science in this thing and none of them figured this was only a local storm which I knew I was going to start out in, and at 9 a. m., Pacific time, I made my start before a battery of cameras and moving-picture machines.

Thirty miles out from San Diego, in the Cottonwood Mountains, the sun came out in all its glory, together with a strong wind. While passing along here I met a regiment of U. S. infantry hiking along the Mexican bor-

OVER THE MOUNTAINS

Across Country
in
Eleven Days,
Twelve Hours
and 10 Minutes

Erwin G. Baker
on an
Indian Fitted
with

THROUGH THE DESERT

DUCKWORTH CHAINS

Form 260

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED

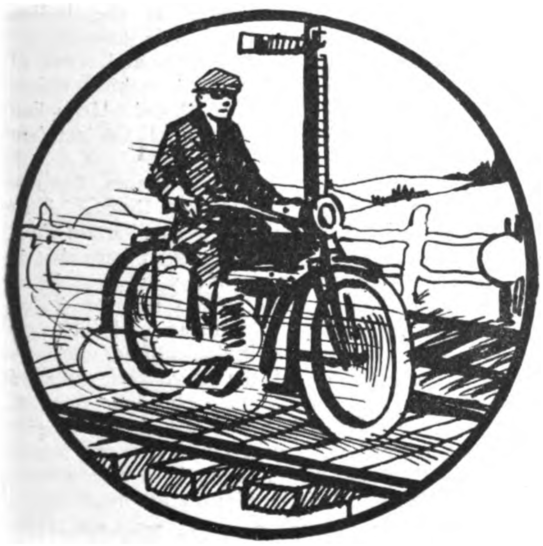
25,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD
ROBERT C. CLOWRY, President BELVIDERE BROOKS, General Manager

RECEIVER'S No.	TIME FILED	CHECK

Received at 283 Main St.,
opp. Post Office, Springfield, Mass.

80 NY M 18 HT NEWYORK MAY 15 1914
DUCKWORTH CHAIN CO SPRINGFIELD MASS
TRANSCONTINENTAL RECORD ELEVEN DAYS TWELVE HOURS TEN MINUTES DID NOT BREAK A CHAIN SAME ARE IN PERFECT CONDITION E. G. BAKER 1136A

YOU CANNOT BEAT THAT FOR REAL CHAIN SERVICE



ON THE RAILROAD TIES

DUCKWORTH CHAINS are the best under all conditions. They have proved their dependability over and over.

You will make no mistake if you insist on DUCKWORTH CHAINS for your new mount.

DUCKWORTH
CHAIN & MFG. CO.

SPRINGFIELD, MASS.

IN THE MUD

der. This road where I met them was in a mountain pass and they formed in line and gave me just enough room to pass through them on the mountain trail, all cheering and waving their hands. About five miles further on I came on to another body of soldiers, who were at rest. It certainly did seem as if war had begun with the Mexicans, for it looked as if the boys had enough cannons and ammunition to blow up the whole of Mexico.

From that time on I had sunshine with a very strong wind. I stopped for dinner at Mountain Springs, at the mouth of Devil's Canyon. The dinner was served at a slab-boarded shanty, where I got a handout of sour-belly beans and a cup of coffee, for which I paid liberally.

Fighting the Demon Thirst

From there I started through Coyote Wells, which was a stretch of 15 miles knee-deep with sand, cactus, sage brush and mesquite bushes, which was nothing more than a trail to Imperial Valley. This point is 250 feet below sea level. Then I found good roads from the end of this sand stretch into Brawley and from there on I was riding silt, which was axle deep for 19 miles to Mammoth Wash. At this point I decided to do the camel act and go without drinking water. I picked up a small black pebble about the size of a dime and placed this in my mouth under my tongue—same as the desert Indians do—in order to keep from drinking water. About one-quarter of the way into New Mexico I decided I would have to have just one swallow of water, and after going a little bit further found I would have to have another one. By the time I had reached the railroad track I decided on taking one more swallow of water, and one more only until I reached Yuma, Ariz., which was the stopping point for the night. However, had I not carried the little pebble in my mouth my stops for water would have been multiplied many times.

FRISCO BOSTON

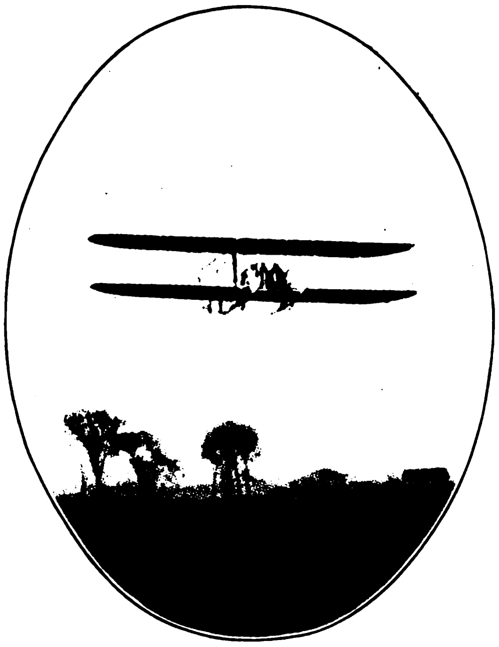
The Best Automobile Transcontinental Record is Fifteen Days. Relays of Drivers Were Used.

The riding from Mammoth Wash was sand for five and one-half miles across, and when I got halfway across I met a young sandstorm which followed me a considerable distance. I began to think that I would never reach the Southern Pacific railroad tracks, but I managed to do so without being affected or held up by the sandstorm. On reaching the railroad tracks I rode 64 miles on them into Yuma, Ariz.

That night I spent in Yuma. I left word before retiring to be called at 5 a. m., as my intentions were to make Phoenix the next night, and having been over this road before, I knew the hard going I was up against. I sure did have silt sand to plow through, and rocky gulches to bound over, to say nothing of the mesquite bushes and cactus that I would have to dodge and all the time riding in that terrific heat, which makes a man feel that he is just about six inches from h———.

A Close Call in the Desert

The next morning, May 4, at 6 a. m., I was ready to start on my journey to Phoenix. Knowing there would be no "corner saloons" to stop off at, I made sure that my canteen was loaded right up to the cork. I rode to a station called Dome, there getting a post-mark registration from the postmaster. Crossing the Gila River, from there I started over a road of deep washers, but outside of this there was fairly good going. Then I came into the Castle Dome Mountains. I passed through this wonderful desert mountain range, which was nothing more than a series of mammoth flat-faced rocks, having the appearance of city skyscrapers, church spires or capitol domes, but without one sign of life which could be seen from points of 80 to 100 miles. From then on I rode a very bad stretch of desert, made up of rocky gulches, deep washers and quantities of sand, all the while through intense heat. Four miles before reaching the town of Agua Caliente (called by the natives Water Springs) I ran out of gasoline while in deep sand, and from there I had to push my machine along until I reached the Springs, with the thermometer standing at 119 degrees in the shade.



An Aeroplane Crossed the Continent in 49 Days, But at the Completion of the Trip Practically Nothing Was Left of the Original Machine.

There I spent four hours, having dinner and then resting up from the exertion of pushing my machine through the deep sand in the intense heat. I was so exhausted when I reached the Spring house that someone suggested pouring ice-cold water right down my spine, which certainly did revive me. I was fortunate in hitting this Spring house, because they had a little ice machine there, and I think if it hadn't been for that ice machine I would never have seen the bright lights of Broadway. If I could have got a moving-picture man to take the pictures of the things I saw on that desert in my imagination after the heat hit me, they sure would have some moving picture stunt.

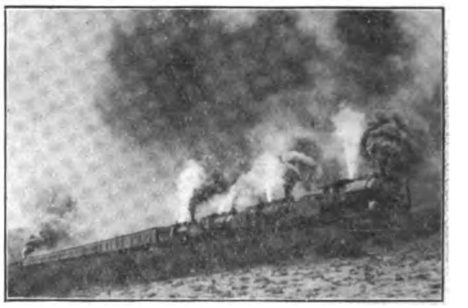
I found fairly good going for 14 miles from there on, and then struck sand and silt for 32 miles, riding rocky gulches and sandy washers into Arlington. At this point I was met by Lorenzo Bordeau, one of the "crack" motorcycle riders of Phoenix, who escorted me into Phoenix.

I was given a right warm reception when I entered Phoenix by all my friends. This was 441 miles from San Diego, and I had covered the distance in two days. My friends saw to it that I had a good square meal and a soft downy place to sleep.

From the Desert to the Snow Line

On the morning of May 5 I told the boys that I was going to Springerville, Ariz., and that I was going to do it that day before sundown. Everyone gave me the laugh, because they knew I had some riding before me, having to ride from 250 feet below sea level to a rise of 9,647 feet above sea level—a ride through hot desert sands and right up through three inches of snow—a distance of 265½ miles from Phoenix.

I also had some very unkind comments made to me regarding the little pop-gun I was carrying, and Doc Bordeau stepped up to me and took the toy away and snapped a real "cannon" on my handlebars—a Smith & Wesson 38 cal. long, for which I was mighty glad afterward. The gun looked all right to me because it had three notches on the butt of it. It proved afterward that I sure did have use for this gun, for while coming through the Indian reservation at Ft. Apache I was given a big welcome by more dogs than Indians, and I had to put this gun to use. These dogs are worse than wolves, and I had to drop two of them in their tracks in order to get by. I stopped at the Indian agency (not Indian Motorcycle agency but the Government Indian agent), and some of the Indians gathered around making noises that sounded to me like: "Ugh! Heap fine pony! Heap fast pony! Ugh! Go get 'em pony."



Trains, of Course, Make the Best Time, But the Locomotives and Engineers Are Constantly Changed. Baker Rode the Same Machine from Coast to Coast.

After leaving the boys at Phoenix, I started over the famous "Roosevelt Route." This route is similar to the picturesque Grand Canyon of Arizona. I will say right here that it is absolutely impossible for a motorcycle to go over this route without a two-speed, for after I started out of the lower sea level to go up into the higher altitudes, I used my two-speed every inch of the way. The ride of this day was a continuous one over narrow, dangerous cliff roads, and the change of climate from the hot desert sands to the snow-peaked mountains was enough to give a man the shivers and shake him off his machine.

A Perilous Ride Over the Mountains

When I reached the top of these lofty mountains I felt as if I had been down on a visit

With Baker From Coast to Coast

Springfield, Mass., May 20, 1914.

Corbin Screw Corp.,
New Britain, Conn.

Gentlemen:—

Your speedometer, which was attached to my Indian Motocycle, was one of the factors which aided me in crossing 1027 miles of hot sandy desert, insuring me against losing my trail; in climbing the mountains where I passed through 3 inches of snow; fording streams, and over muddy rough roads; I found it telling me the tale of how I was diminishing the distance I had to go, and how fast I was accomplishing my task.

I cheerfully recommend it, especially to the man who desires to beat my record of 11 days, 12 hours, and 10 minutes.

Very truly yours,
(Signed) E. G. Baker.

THE CORBIN-BROWN SPEEDOMETER

"The Speedometer of Absolute Accuracy"

At an altitude of 7000 feet, in a temperature of 120°, on a desert-crossing of 1027 miles of sun-scorched sand, the Corbin-Brown Speedometer maintained an unerringly accurate register. A more rigorous test of a speedometer's value cannot be devised—a more conclusive proof of the superiority of the **centrifugal** Corbin-Brown can hardly be demanded.

MILES PER HOUR
0
10
20
30
40
50
60
70
80
0 0 0 0 0
0 0 0
CORBIN
BROWN SPEEDOMETER
NEW BRITAIN, CONN.

WRITE TODAY FOR CATALOG

The Corbin-Screw Corporation

THE AMERICAN HARDWARE CORPORATION, Successors

NEW BRITAIN, CONN.

BRANCHES: **New York** **Chicago** **Philadelphia**

to "Old Nick" and had used my excursion ticket back to heaven, because that good cold air revived me, gave me new life and spurred me on my way. I could have ridden further, but I felt as if I was getting cross-eyed from making the twists and turns through those paths on the cliffs. Some of them made me feel that I could almost shake hands with myself, so I rested at Springerville over night.

On the morning of May 6 I started down the mountain, making sure that my brakes were limber and ready for the work. I left Springerville with an early start, the next station I had in mind being Magdalena. From Magdalena I rode to Secur, New Mexico, and from there started for Albuquerque. At this point I started on a desert stretch which was exceedingly hard going, passing through 90 miles of alkali desert. Scattered here and there over this trail were the bleached bones of cattle and the hulks of old-time prairie schooners, and to me it seemed like passing through the "Valley of Death," after seeing these, the monuments of pioneers who had started out like many others to make history. These sights did give me a creepy feeling, because I figured if I ever ran out of water or gasoline, or if my machine should break down, that the Indian motorcycle would be the monument that would mark my last resting place.

I finally landed at Albuquerque, breathing easy because I knew I had placed almost the worst of the route behind me. I stood on the edge of the desert with my hat in my hand, bidding it good-bye, and hoping that I could stick up a record which no one else would attempt to pull down, because no matter how often one crosses that Great Desert, he is apt to go among the missing. And yet—should this record of mine ever be lowered, I will again stand ready to cross that desert on an Indian. That day I had gone without dinner, and in Albuquerque I made up for it with a big square meal, and feeling so fine after this meal, I decided to continue on and make Santa Fe, New Mexico, before turning in.

The road between these two points was over mountain cliffs, but it was just like a boulevard, and I certainly did burn up the gasoline. This hung up a record of 350.3 miles for that day's riding and at Santa Fe I put up for the night. Before I went to bed at Santa Fe I had another good meal.

Delayed by a Swollen Stream

I left Santa Fe about 5:45 the next morning, with the intention of making another record day's ride and a little before 8 o'clock I had finished a ride of 86 miles. Eighty-six miles of mountain climbing, and then my road through these mountains brought me to a mountain stream on which I had not figured. It was so swollen that it looked to me as if my journey was at an end. There was no means of crossing at this point and I spent almost the entire day locating a safe point to ford this stream with the machine. Finally I found a place in the river that was shallow enough to take the machine across without immerging the entire motorcycle in the river. In order to do this I waded back and forth across this stream many times to locate the shallow ford and by the time I finished this job it was 5 o'clock in the evening. I dried my clothes and then started for a little town called Watrous, which was about 18 miles distant, making a complete run of 94.8 miles. I rode up to the postmaster at Watrous and had him put the post office stamp in my book, as this was a point from which I could not telegraph to the officials of the F. A. M.

On the seventh day of May I left Watrous at 3 a. m., coming through Wagonmound. From Watrous to Wagonmound the going was fine, as this was all prairie land, and from Wagonmound to Springer, New Mexico, the roads were good. I then hit Raton. The going here was rough in spots, but I crossed through the Raton Pass to Trinidad and found this part of the going rougher, due to the severe storm I was trailing across the continent. This was most particularly due to washouts.

I stopped and had dinner at Trinidad and then continued on to La Junta to get gasoline and oil. After getting another square meal and a little rest, I continued on good Kansas roads, riding on the Santa Fe trail, and finally reaching a little village which had met with a severe storm which had washed out all the bridges. I therefore found it necessary to go a roundabout way, 25 miles back on to the Santa Fe trail, riding to Syracuse, Kansas, that night, a distance of 348.9 miles. I put up there overnight.

ERWIN G. BAKER.
Transcontinental Record Holder.

Welcomed at Dodge City

On the morning of May 8 I started out with the intention of making Kansas City that night. The roads were fine and I began to feel at home. I continued riding until within 40 miles of Dodge City, when I was brought to a sudden stop by picking up my first nail in the rear tire. Within the next 20 miles I picked up six nails, and lost a lot of time repairing tubes. I continued five miles further and then the boys from Dodge City, about 25 in number, met me with a good Indian yell, and you can just bet I was pleased.

I got into Dodge City O. K. and had dinner, and the boys fixed me up with gasoline and lubricating oil. They wanted me to stop over and look at their new race track, but they forgot I was out knocking minutes off a record. However, this track was on my way out of the city going east and I managed to get a good view of it. The boys continued on with me until they had gone about 10 miles east.

From Dodge City I rode right for Great Bend. "Speck" Warner, the Indian agent at Ellsworth, Kansas, met me 30 miles west of Great Bend, riding with me into Ellsworth, 80 miles. While covering this distance we had an interruption caused by a large shepherd dog, which came very near putting me out of my transcontinental trip. This dog seemed to have a great desire for the Goodyear tire on my front wheel, but my desire for this tire was still greater. The dog took a fall out of me which put me in bad shape, as I slid along the road on my elbows and knees. I kept the tire and the dog lost his life. At Ellsworth I had a good meal, then sent for a doctor to get bandaged up, and went to bed.

On the morning of the 9th I got an early start and rode clean through to Kansas City on the Golden Belt route, a distance of 175 miles. I had a late lunch at Kansas City.

From Kansas City to Lexington, Mo., all the roads were good and all along the Indian dealers had the boys out to meet me as I passed through the various towns. At Lexington, Mo., which was a distance of 293.7 miles, I put up for the night and in the early morning started for St. Louis, where the natives of Lexington thought I would arrive about midnight, but I fooled them. I was at Hurck's, the Indian agent at St. Louis, at 4:30 p. m. There I had my dinner, having covered a distance of 250 miles, and after stopping there 1½ hours for something to eat, I continued on to Greenville, Ill., where I put up for the night—304.3 miles that day.

Caught by the Rain at Last

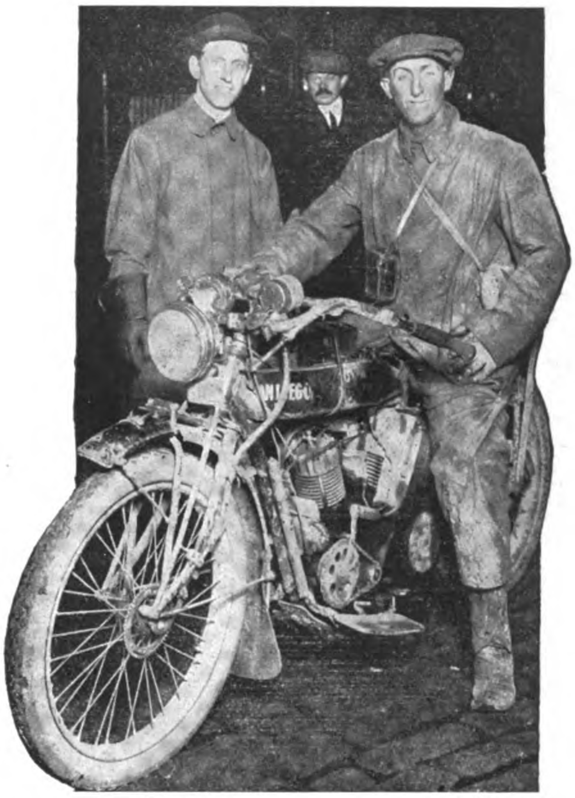
With thunder storms all around me, I was somewhat worried during the night, as I was getting near to the point where my friend Brant (the weather clerk at Phoenix) had predicted I would have a storm overtake me. I knew I never would get through even with a team of horses over the mudholes if I was caught in a heavy rain, so bright and early on the morning of May 10 I mounted my machine and rode for dear life, not even stopping for breakfast. I rode to Casey, Ill., which was about 90 miles from Greenville, and the rain started to pour down upon me and I found then that the roads were getting so slippery it was necessary for me to ride seven or eight miles on the railroad ties in order to reach a well-known gravel road, which led me into Terre Haute. I entered Terre Haute, Ind., in torrents of rain.

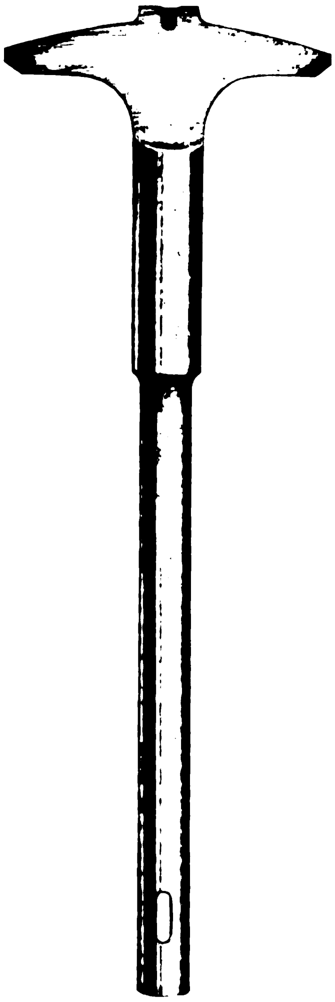
I was informed then that I could pass through with no limit as to speed. Being a native of Indiana, everyone was out to welcome me and the message was sent along the way: "Clear the road; I am a-coming." As I passed through small towns and villages the natives were standing by the roadsides with umbrellas up waiting for me.

I rode from Terre Haute to Indianapolis—a distance of 72 miles—in a downpour of rain, in an hour and 55 minutes, reaching Indianapolis, which is my home town, at five minutes to 12. At last I was at home in my native city with my folks and ravenous for the midday dinner, and I found that they had a regular banquet arranged for me. I remained there two hours and a half.

Mr. Westing, the Indian dealer, telegraphed ahead to Dayton, Ohio, the fact that I was on my way. I reached Dayton, rode up to W. B. Schaefer's, the Indian agency, and found a crowd of motorcyclists ready to start out to meet me in an hour or two, as they expected that I would take at least five hours to

Baker's Motor Had Good Valves





Cross section of valve head, showing cast iron seat welded to the under side of the steel head.

Baker used valves with cast iron seats in his trip across the continent and they came through in excellent condition, just as they stand the test of everyday service in thousands of motorcycles.

Any serious valve trouble would have lessened Baker's chances and probably spoiled a record breaking trip.

Cast Iron Seat Valves

will give any motorcycle manufacturer the same dependable service they gave to Baker. They will insure good compression and full power of the motor for months after the machine has left the factory.

Nothing is more important than good valves in giving satisfaction to the motorcycle rider.

Our engineers are at the service of any motorcycle manufacturer to help him find the best valve for his motor.

The Electric Welding Products Co.

"A Valve Department for Motorcycle Makers"

CLEVELAND, OHIO

ride the distance of 112 miles. I had accomplished it in three hours and 12 minutes. They had my machine filled up with gasoline and oil and I continued on my way and rode from there to Columbus, Ohio, having finished a ride that day of 376 miles. As I approached the city of Columbus, Mr. Barr, with a number of motorcyclists, met me and escorted me to the city, where I put up overnight.

The next day being May 13, I got some of this unlucky number wished onto me. The boys in Columbus showed me through the city and finally led me to the end of the beautiful pavements they had there, and, as if chopped off by a knife, came the end of that good road. Before me lay roads that looked like newly-plowed fields, and I found on getting into them that it was mud almost knee deep. I had some real riding to do that day, my Indian acting more like a bucking broncho than a motorcycle.

The Final Dash to New York

I arrived in Wheeling, W. Va., at noon, had some lunch there and continued on my way. It was my intention to pass through Pittsburgh, but I began to figure that I would get into congested traffic in the Smoky City and lose a lot of time, so I didn't go directly down into the main part of the town, but switched at Washington, Pa., passing through West Pennsylvania, skirting the base of the mountains into Greensburg, Pa., and arriving there about 7 o'clock in the evening in a downpour of rain. I had covered a distance of 232.8 miles through rain and mud, so I put up at Greensburg that night.

On the morning of the 14th at 4 a. m., I started from Greensburg with the intention of making Philadelphia my next night's stop. The roads began to look better to me, and I soon made up my mind that I would not stop until I had reached New York.

I reached Philadelphia about 6 o'clock in the evening, or, rather, Paola, which is 30 miles west of Philadelphia. There George S. Maslen, the Indian dealer at Philadelphia, met me with a number of riders and he elected one of them to show me the way into New York City. After having supper at Paola, we started for New York City, and it being a very dark night, we were lost two or three times, even with the rider who knew the roads. He showed me the way to Weehawken, N. J., where I took the ferry to New York City.

This ferry consumed over half an hour of my finishing time, and my feet touched the streets of New York at 10 minutes after 12, the night of the 14th. I landed at West Forty-second street.

Pictures were taken by flashlight at the ferry house, and I then proceeded to the Hotel Astor, where I was met by a delegation of New York reporters and Associated Press men, also by Mr. Sherman, of the Publicity Department of the Hendee Manufacturing Company.

My race with time was then ended and I found that I had accomplished that which I had undertaken; that my trip had taken only 11 days, 12 hours and 10 minutes.

I took along an extra electric light bulb, expecting to need it in such hard riding. But I arrived in New York with the original bulb still in its socket and burning brightly. My batteries were still in fine condition and needed no recharging or attention during the ride.

In my estimation it was the cradle spring frame above all else that contributed to my success. It absorbed all road shocks and vibrations, and this, of course, saved my strength and, besides, enabled me to make speed over the roughest roads. Then after talking with the reporters until 2 o'clock in the morning, I turned in.

Equipment of Baker's Coast to Coast Machine

Tires—Goodyear Blue Streak All Weather, Akron, O. Rims—Universal Welding Co., St. Anne, Ill. Lamp Bulbs—M. & W. Electric Co., Springfield, Mass. Rear Wheel Sprockets—Corbin Screw Corporation, New Britain. Forgings—Billings & Spencer, Hartford, Conn.; Page-Storms Drop Forge Co., Chicopee Falls, Mass.; Moore Drop Forge Co., Springfield, Mass.; Cape Ann Tool Co., Pigeon Cove, Mass.

Mud Guards—American Tube & Stamping Co., Bridgeport, Conn. Chain Guards—Worcester Pressed Steel Co., Worcester, Mass. Bowden Brake Cable—J. S. Bretz Co., New York. Ball Bearings—J. S. Bretz Co., New York. Muffler Heads—American Tube & Stamping Co., Bridgeport, Conn. Toolboxes—International Stamping Co., Chicago.

Exhaust Valve Springs—Matatuck Mfg. Co., Waterbury, Conn. Inlet Valve Springs—American Steel & Wire Co., Worcester, Mass. Inlet Valves—Corbin Screw Corporation, New Britain. Exhaust Valves—Electric Welding Products Co., Cleveland, O. Mud Guard Braces—Wire Goods Co., Worcester, Mass. Cylinder Priming Cocks, Oil and Grease Cups—Bowen Mfg. Co., Auburn, N. Y.

Hard Fibre—Delaware Hard Fibre Co., Wilmington, Del. Steel Castings—Inland Steel Casting Co., Terre Haute, Ind. Malleable Iron Castings—Naugatuck Malleable Co., Naugatuck, Conn. Hand Oil Pumps—Bridgeport Brass Co., Bridgeport, Conn. Grey Iron Castings—Manufacturers' Foundry Co., Waterbury, Conn.; Brown & Sharpe Mfg. Co., Providence, R. I.

Brake and Clutch Lining—F. L. Horton & Co., Roxbury, Mass. Spark Plugs—L. F. Benton Co., Vergennes, Vt. Spokes and Nipples—The Standard Co., Torrington, Conn. Hubs—Corbin Screw Corporation, New Britain, Conn. Chains—Duckworth Chain & Mfg. Co., Springfield, Mass. Magneto—Splitdorf Electrical Co., Newark, N. J. Lamps—Hawthorne Mfg. Co., Bridgeport, Conn.

Warning Signal—Dean Auto Devices Co., Chicago. Batteries—Witherbee Igniter Co., Springfield, Mass. Speedometer—Corbin Screw Corporation, New Britain, Conn. Saddle—H. & F. Mesinger, New York. Ignition and Lighting Cable—Belden Mfg. Co., Chicago. Handlebar Grips—Pennsylvania Rubber Co., Jeannette, Pa. Tubing—Standard Welding Co., Cleveland. Front Fork Springs—Dunbar Bros., Bristol, Conn. Rear Frame Springs—Miller & Van Winkle, 18 Bridge street, Brooklyn, N. Y.; Dunbar Bros., Bristol, Conn. Motor—Hendee Mfg. Co. Carburetor—Hendee Mfg. Co.

ERWIN G. BAKER'S great dash across the continent on his

INDIAN MOTOCYCLE

is one of the greatest feats in motorcycle history.

We are proud to have contributed our part toward the successful accomplishment of this wonderful achievement.

MANUFACTURERS FOUNDRY CO.
Waterbury, Connecticut

Producers of cylinders of the highest type of accuracy as to dimensions and of fine material and finish.

LET US FIGURE WITH YOU. Write us about our product and service.

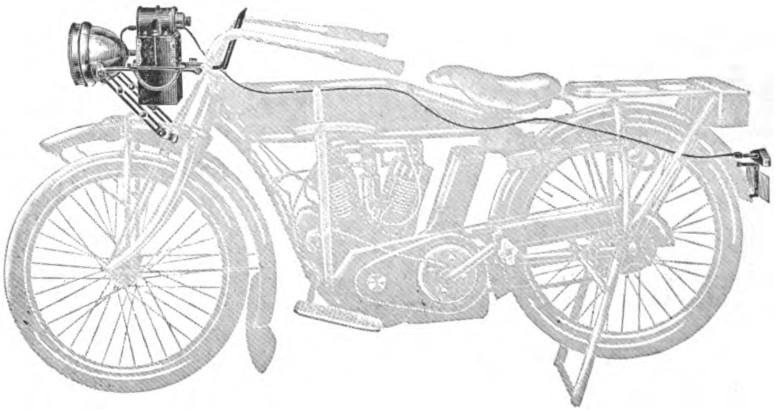
Victory!

On his phenomenal record-breaking trip across the Continent, E. G. Baker used on his Indian Motocycle the

Old Sol Electric Search Light

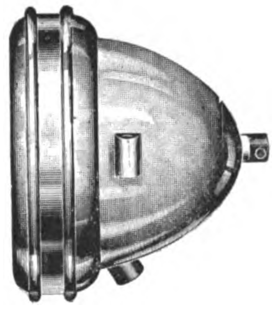
In spite of his high speed, both day and night, over every condition of roads and country, desert land, heavy mud, rocky roads, fording streams and notwithstanding several bad falls, he had **absolutely no trouble of any kind** with his electric system. No replacements whatsoever for batteries or electric bulbs. What more need be said for the efficiency of the

Old Sol Electric Search Light



With its highly concentrated forty-ampere hour storage battery, its two-bulb electric headlight—one for city riding and the other for country searchlight work—its compact one-piece tail-lamp, its four-way lighting switch, the "OLD SOL" outfit has proven itself to be the most serviceable, handsomest and most complete electric lighting system on the market.

Do not take our word for it. Write for our booklet describing in the minutest detail the many fine points of the "Old Sol" Double Service Lighting System. Write us TODAY without fail.



Hawthorne Mfg. Co., Inc.
Bridgeport, Conn., U. S. A.
Pacific Coast Representative
L. B. STEVENS, 230 Grosse Bldg., Los Angeles, Cal.

SPRINGFIELD M. C. TRIALS

Members of the Springfield (Ill.) M. C. are awaiting with interest the results of a series of elimination runs, the first of which is scheduled for Sunday, May 31. These runs will be open only to those riders who finished with perfect scores in the club's recent endurance trial. Only two awards will be given, one for the rider of the twin machine receiving the highest score, and the other for the rider of the single-cylinder mount making the best showing.

Following is a list of the riders who kept their scores intact on the first run and who are eligible to enter the elimination trials: Miller Hysler, Harry Polkowski, W. Beal, Joe Best, Elmer Bretz, Robert Meidel, William Schraeder and Harry Gibson, all Harley-Davidson riders; Lon Ingels, R. Reid, J. Ingels, A. Hodge, Earl Walker and Roy Scott, all Indian riders; C. V. Henry and W. G. Baker, Pope; Walter Knapp, Flying Merkel, and Roy Baker, Yale.

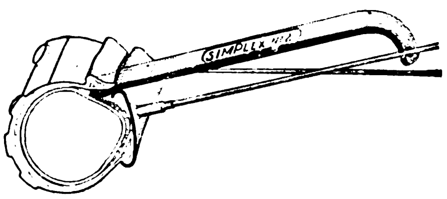
J. and I. Engel, W. Knapp and A. Hodge were appointed members of the club's racing team, which will compete in the Decoration Day meet at Peoria.

ST. JOHN M. C. ELECTION

A run to Hampton on May 24 marked the official opening of the touring season of the St. John Motorcycle Club, of St. John, N. B. At the club meeting on May 15 officers were elected as follows: A. R. Cruikshank, president; E. A. Gilbert, vice-president; G. G. Gilbert, secretary-treasurer; J. Olive, captain, and Chester Brown, lieutenant.

NEW SIMPLEX TIRE TOOL

Riders and dealers who have formerly used model No. 1 of the Simplex tire tool, manufactured by Stevens & Co., 375 Broadway, New York, will be interested in the company's announcement relative to its new model. This model is larger and stronger than the original tool and is designed to take care of the increased size of motorcycle tires, which may now be removed without difficulty. The accompanying illustration shows the new Simplex tool in position. It will be noted that provision is made for hooking it to the spoke, which permits of the use of both hands in removing the tire. The tool, which is 7½ inches in length, is drop-forged from high carbon steel. The size is convenient for the toolbag. The tool is rust-proof with Sherardized finish. A set of three of the tools sells for 50 cents.



No. 2 Simplex Tire Tool

BRITISHER LIKES OUR METHODS

That trade workers in the English motorcycle field are keeping keen eyes upon the industry in this country is indicated by a letter received a few days ago from a British rider and designer who is now on this side and prepared to ally himself with an American motorcycle firm. He has decided to make this country his home, in the belief that the industry here offers him a wider scope for his ambitious and progressive ideas. His experience covers successful salesmanship in his native country, its colonies and the continent of Europe, in addition to organization and advertising. He is also responsible for the design of an English motorcycle for which type the demand on the other side is considerably ahead of the supply. He desires to connect with an enterprising firm where his experience can be utilized to mutual advantage, or to associate himself with a company in the manufacture of the machine above referred to, and any communication addressed to "Englishman," care of MOTORCYCLE ILLUSTRATED, will be passed along to him.

DES MOINES CLUB IS LAUNCHED

The Motorcycle riders of Des Moines, Iowa, after holding several enthusiastic meetings have organized a club and elected the following officers: Harry Miller, president; Seymour Miller, vice-president; C. Schultz, secretary; Spencer Phillips, treasurer; Leo Powers, road captain; Harry Tegan, road lieutenant.

The membership is already quite large, but a vigorous campaign will be conducted to make this the largest motorcycle club in the State of Iowa. The members expect to affiliate themselves with the F. A. M. The members of the club have already enjoyed a run to Indianola, a distance of seventy-five miles there and return.

F. A. M. CLUB IN CONCORD

The Concord Motorcycle Club, of which A. Russell Durant, 27 South Main street, Concord, N. H., is secretary, is the latest addition to the list of F. A. M. affiliated clubs.

Witherbee Batteries

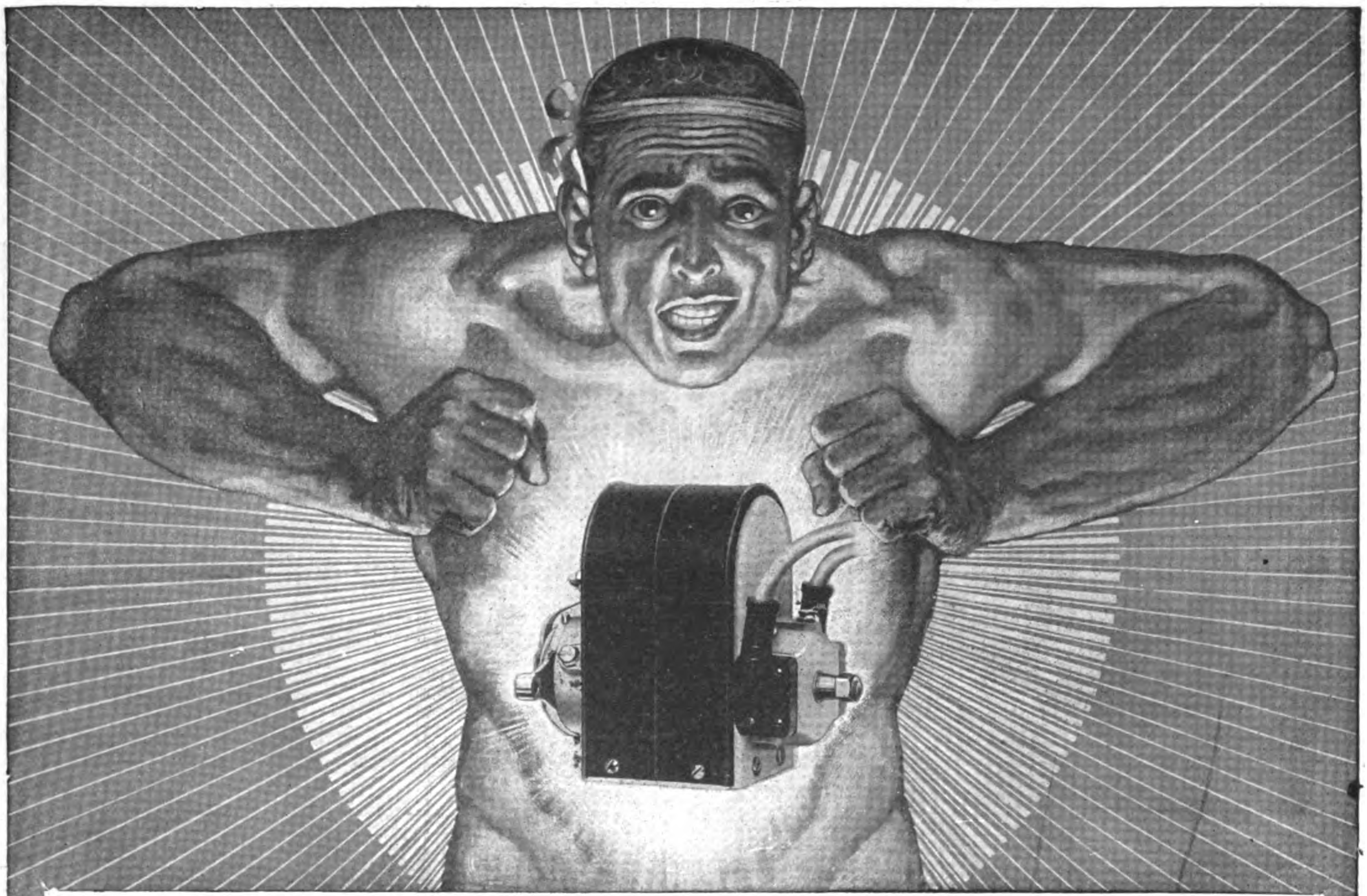
With the Non-Spill Vent

Furnished the sure and steady light for the many hours of night riding in the making of

Baker's Great Record

No more complete refutation of the charge of fragility which has been made against storage batteries on motorcycles, could be imagined. We have more motorcycle batteries in use than all other makes combined. We are the only people who can promise successful results based on experience and not on speculation.

Witherbee Igniter Co. Springfield, Mass.



Splitdorf Trans-Continental Record

Erwin G. Baker, the Indianapolis giant, in breaking the transcontinental record on his SPLITDORF MAGNETO EQUIPPED *Indian,* has but confirmed claims for the young ignition giant—the SPLITDORF MAGNETO.

From San Diego, California, to New York City in 11 days, 12 hours, 10 minutes, as against the "best previous" by motorcycle of over 20 days, speaks volumes for man and machine and carries the real merit of SPLITDORF IGNITION to all corners of the world for all time.

"Never a miss—nary a skip from my SPLITDORF MAGNETO," was Baker's tribute to the 1914 Indian equipment and no greater tribute could possibly be paid, when the "awful hell between Yuma and Agua Caliente in Arizona, besides similar torture in northern New Mexico and Arizona," as one correspondent wrote, and the generally unparalleled aggregation of "going" between the Pacific and Atlantic Oceans is taken into consideration.

Join the Company of Giants—insist upon SPLITDORF EQUIPMENT.

SPLITDORF ELECTRICAL COMPANY

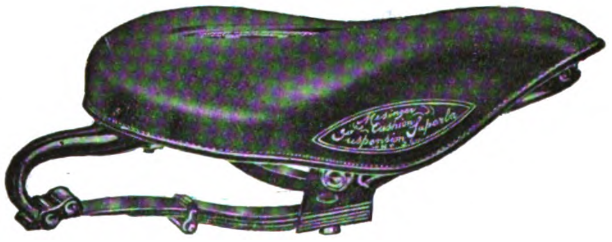
ATLANTA.........10-12 E. Harris St.
BOSTON.S. Germain St., and Mass. Ave.
CHICAGO...........64-72 E. 14th St.
CINCINNATI............811 Race St.
DALLAS............402 S. Ervay St.
LONDON

DAYTON...............427 E. 3d St.
DETROIT........972 Woodward Ave.
KANSAS CITY......1823 Grand Ave.
LOS ANGELES......1215 S. Hope St.
MINNEAPOLIS.........34 S. 8th St.
BUENOS AIRES

NEWARK.............290 Halsey St.
NEW YORK.........18-20 W. 63d St.
PHILADELPHIA...210-12 N. 13th St.
SAN FRANCISCO.....1028 Geary St.
SEATTLE ....1628 Broadway
TORONTO

Factory: NEWARK, NEW JERSEY

BAKER SAT ON A MESINGER CUSHION SUSPENSION SADDLE



Cushion Suspension No. 2 (New)

All Hendee Special Motorcycles are equipped with the Mesinger Cushion Suspension Saddle. **All** Indian machines are Mesinger Saddle equipped.

H. & F. MESINGER MFG. CO.

144th STREET, AUSTIN PLACE, NEW YORK

Baker's Record-Breaking Trans-Continental Trip

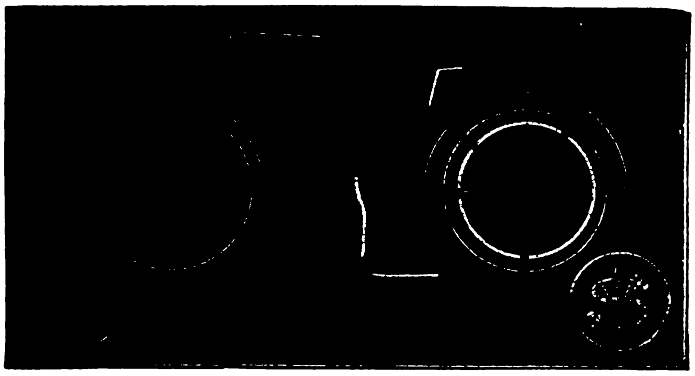
would not have been possible had not the manufacturers of the machine he rode perfected even **the smallest detail.** They used good judgment in fitting with our

VALVE SPRINGS

Insuring a smooth-running, always dependable motor, an important factor in a trip like the one Baker made.

MANUFACTURERS—Let us have your 1915 specifications on all kinds of springs, automatic screw machine products, etc., famous for quality the country over.

THE MATTATUCK MFG. CO.
WATERBURY, CONN.



STANWELD

Whenever you want really good frame-parts, such as rims, mud-guards, fork-sides, seat-posts, etc., remember that ninety per cent. of all motorcycles made in this country have frames built of Stanweld Frame-Parts. Baker's machine was built with Stanweld frame parts.

THE STANDARD WELDING CO.
EDGEWATER PARK, CLEVELAND
Offices in
New York Detroit Chicago

STANWELD

Benton

The Case-Hardened Plug

The Plugs that Baker Used

Baker's marvellous performance, an achievement that will go down in the annals of motorcycle history as **the** most inspiring record of the century, was the result not only of his personal skill, but of his good judgment in the selection of the proper parts in his machine. It is significant that he should have chosen the

BENTON

as the most fitting plug for the terrible task before him. And through his 1500-mile desert trip, through the "goat-paths" of the Rockies, through the hundred and one hazards with which he met on his coast to coast journey, the BENTON—the Case-Hardened Plug stood the test.

Why? Because of its many trouble-proof features. The Benton cannot be fouled by deposit of soot or carbon. Its case-hardened construction renders it impossible to crack. It cannot short-circuit. It is built for **exceptional service.**

DEALERS

The performance of the Benton Spark Plug means that you will be besieged by inquiries from riders for this make of plug. Are you prepared to fill their orders? If not, write for our quantity prices at once.

L. F. BENTON CO.
VERGENNES, VT.

SPEEDY BOSTON-NEW YORK RUN

Metropolitan Enthusiast With Wife and Child in Sidecar Completes the 245-Mile Trip in 12 Hours

By Stanton M. Palmer

FOR some time I had wondered if there was such a possibility as a run in a day from New York to Boston with my sidecar outfit. At last I summoned up courage and laid plans for a start Friday morning May 15, 1914. We were up at three thirty a. m. and with some difficulty Mrs. Palmer got our sleepy youngster up and dressed. After a warm breakfast we felt improved and I slipped downstairs to the garage to get the machine ready for action.

Just as the hour of five was striking I threw on the power and we slipped down Riverdale avenue and through Van Cortland Park to the Pelham Parkway. I had no fear for police traps at that hour of the morning, and soon we were splitting that glorious morning air at thirty-five miles an hour. Bridgeport was reached in fast time and a stop was made for gas. Soon Bridgeport was away back in the distance, but we did not travel far before a detour was encountered, around a new piece of state road. The going was very bad and after some miles I almost decided I had had enough. However, I made up my mind to see New Haven and after considerable difficulty arrived there feeling a trifle sore. Having reached here, another lease of life was found and we journeyed on to find smooth roads into Meriden, where my tanks were again refilled. From here the roads were in good shape and soon the bumps were forgotten. Through Hartford we journeyed and on to Springfield with "the smile that never comes off." A stop was made at the Hendee Manufacturing Company's plant and we had our pictures taken, although I feared the camera might break because we were "some sights" from dust. We could not tarry very long and soon we were on our way. The roads were in exceptionally good shape from Springfield eastward and we sailed along making rapid time as we did not wish to have darkness find us on unfamiliar roads. Going through Worcester we had our first mishap. One of the braces that supports the rear mud-guard broke. However, this was not serious and we kept rolling along at thirty miles an hour. After passing through Marlboro I reduced to twenty miles and maintained that pace until we passed over the Charles River at Norumbega. Then Commonwealth Avenue gave us some trouble with the ruts and bumps, which caused the small clutch holding the stand to snap off. After that I think I had to stop and tie that stand up about twenty-five times. With these setbacks we did not reach Boston proper until eight thirty p. m.

Saturday morning I felt rather stiff, so I got in touch with the Fall River Line to find out if it would take the machine back to New York by Sunday night if I would deliver it to the boat and call for it in New York Monday morning. The steamship company's clerks were so stupid that I decided to ride my machine home.

Sunday morning at five a. m. we pulled out of Boston and headed our faithful Indian, which had been repaired at Holden's, for New York. With the clear crisp of the morning air in our faces and the busy hum of the good motor, the youngster soon went into dreamland and before we knew it Marlboro was far in the rear and Worcester loomed up in the distance. Through Worcester we roared without even giving a thought to the people we might wake from their beauty sleep, and beyond the famed Leicester hill stared us in the face. A couple of well-wishing farmers at the foot looked at the outfit, then at the hill and shook their heads. That hill actually looked to me like Pike's Peak, but from fifteen miles an hour after throwing into low speed that grand little piece of steel commenced to become alive and at the half-way point the speedometer registered twenty. Then I turned around and waved a fond farewell at my little audience away down there at the foot because I knew then that all I expected and more was being done by those two cylinders and we would gain the top at tweuty-five miles an hour. Think of that machine with the weight of three hundred and fifty pounds, not including the weight of the baggage and the sidecar, making that climb so easily.

From there I made time and the first stop after leaving Boston was at Palmer, where we replenished fuel supply. After Palmer the next stop was at Meriden. It looked here as if we would get a shower, but it soon cleared. From Meriden we rode into New Haven and instead of going back over the Milford Road I thought I would try the Shore and found it preferable although in some places rather bumpy. With everything running smoothly we ran into Bridgeport and stopped for oil and gas. From there I decided to make up any lost time and as we rode down State street I opened up and gradually the miles were being rolled up until the speedometer indicated that we were traveling at forty-eight miles an hour. Then followed that nasty little detour which now had to be made behind the Sunday afternoon parade of automobiles. When we returned at last to the main road at Port Chester we were still unable to strike anything that resembled speed because the automobiles were as thick as flies around honey. We reached home at 5 p. m., having made the 244½-mile trip from Boston to New York in twelve hours.

CLEAN SCORES FEW IN PHILADELPHIA M. C. RUN

PHILADELPHIA, Pa., May 25.—Only six of the thirty starters in the first annual endurance run of the West Philadelphia M. C., held yesterday over a 210-mile course to Reading and return, obtained perfect scores. The start was made from the clubhouse at 7 a. m. With few exceptions the going was rough over the entire course and there were numerous spills, which caused the elimination of many non-finishers. Two sidecar outfits entered the run but neither finished. One was a Dayton combination driven by Arthur Chapple. The route followed was through Fairmont Park to Willow Grove, the first control, and then through Doyleston and Easton, the second control, and along the Lehigh Valley to Bethlehem and Allentown, the third checking station. Reading, the turning point, was next reached, and the return trip was made by way of Lancaster.

The perfect scorers were: Will Zorn, Harley-Davidson (Zorn finished 40 minutes ahead of time); Herman Harvey, Harley-Davidson; A. R. Hughes, Indian; Lew W. Beecher, Indian; A. J. Bauer, Harley-Davidson, and Albert Hoffer, Indian. The other contestants who finished the run but who did not keep their scores intact were: S. G. Engle, Indian, 8 minutes late; Alexander Klein, Harley-Davidson, 2 minutes late; Edward Robinson, Indian, 10 minutes late, and John Keating, Harley-Davidson, 18 minutes late.

PITTSBURGH BOWL OPENED

Pittsburgh, Pa.—The Pittsburgh Motordrome opened very auspiciously on the night of May 23 under F. A. M. sanction with the district F. A. M. referee, Dr. W. A. McCready, in charge. A motorcycle parade through the business portions of the city preceded the races, and all riders participating were admitted free. A 25-cent admission was small enough recompense for the wear and tear on clutches, for the parade was halted and started several times in every block down town. Financially, the opening was satisfactory, the receipts being over $4,000.

SOME PHOTOGRAPH!

Providence, R. I.—The annual Picture Run of the Providence M. C. was held Sunday, May 24, and brought out the largest number of riders in the history of the event. Six pictures, each 6 feet long, were required to include all the riders and their machines when they were lined up in Roger Williams Park. Machines of all makes were on hand, and in view of the fact that B. A. Swenson, the local Wigwamite, acted as master of ceremonies, the Indian delegation was an unusually large one.

After the pictures had been taken a large party made a run to Rocky Point, a shore resort, while others rode to Narragansett Pier and other nearby points of interest. Members of the Providence M. C. also entertained a number of out-of-town guests and all in all the program was a big success.

SCHACK "ON THE ROAD"

W. G. Schack, of the Emblem Manufacturing Company, has just completed a tour of the New England and Middle Atlantic States. He stopped at Syracuse, Boston, New York City, Newark, Trenton, Philadelphia, Baltimore, Washington, Norfolk and Richmond. He found a marked improvement in business in each of the above cities. Orders for carload lots of bicycles were of almost daily occurrence.

Arthur Brown has severed his connections with George Masleu, of Philadelphia, and is once more one of the members of the staff of F. A. Baker & Co.

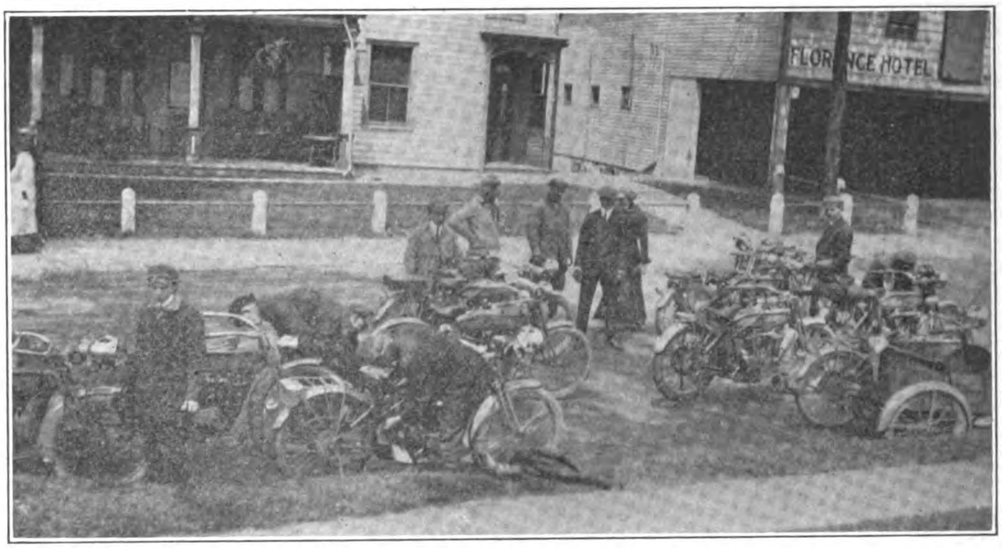
COMMISSIONER HALL SEEKS F. A. M. CHANGES

J. A. HALL, of Brooklyn, the energetic F. A. M. commissioner for New York State, has given formal notice that he will offer amendments to the Federation Constitution at the coming annual convention, calling for a mail vote on the election of the president and the secretary-treasurer, similar to the amendments offered at the 1913 convention by Robert S. Morton. Mr. Hall will also suggest an amendment the aim of which will be to have the F. A. M. president take charge of the work of the Legal Action and Competition Committees.

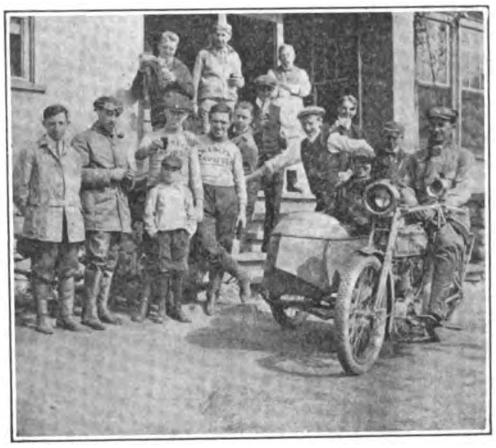
Commissioner Hall is now perfecting plans for a whirlwind membership campaign to be conducted during the month of June. He has written to all clubs throughout New York State, visited many of them in person and has conferred with F. A. M. workers in all the larger cities in the State, with a view of making the last month prior to the convention a record-breaking one. Mr. Hall plans to offer interesting inducements to the clubs with a view of rewarding those which make the best membership showing before July 1. A card addressed to Commissioner Hall at 322 East 32nd street, Brooklyn, N. Y., will bring a letter telling of all his plans for the development of the State F. A. M. body and Federation workers are invited to get in touch with him at once.

ANOTHER WORLD TOURIST

From the Buckeye Motor & Cycle Company, of Akron, Ohio, distributors for the Indian in Summit county, comes the accompanying photograph of J. H. Cooper, also of Akron. On May 15 Mr. Cooper started from the Ohio city for a trip around the world which he will make on the Indian machine on which he is seen in the picture. Before sailing for Europe he will visit the following cities: Cleveland, Toledo, Detroit, Chicago, Indianapolis, Cincinnati, Pittsburgh, Washington, D. C., Baltimore, Philadelphia, New York City and Boston. From Boston he will sail to London and then tour through England, France, Germany, Italy, Egypt, Africa, South America, Australia and then to Canada. After riding through the Dominion he will go to Seattle, Wash., Portland, San Francisco, Los Angeles and then over the Santa Fe Trail to the Florida coast. After visiting all of the southern States he will return to Akron.



The picture above and the one at the right show members of the Harley-Davidson M. C. of New York City on a recent Sunday run. There were several sidecar outfits in the party.



ST. LOUISANS ACTIVE

Considerable activity is reported among the members of the Motorcycle Club of St. Louis, Mo., in their endeavor to bring the national F. A. M. convention to the Mound City. The St. Louis riders state that excellent hotel accommodations can be obtained and that machines may be garaged free of charge. They have already obtained a pledged subscription of almost $1,000 from motorcycle dealers and other merchants of the city.

DAYTON CLUB BACK IN GAME

Gem City Riders Reorganize and Will Act as Hosts for the State F. A. M. Convention June 25-28

DAYTON, Ohio.—An enthusiastic meeting of Dayton motorcyclists on May 13 resulted in the reorganization of the Dayton M. C., which was temporarily put out of commission a year ago by the flood. The riders met at the headquarters of the Harley-Davidson Sales Co., on East Third street, and nearly fifty of the old members were on hand. Two of the out of town guests were Jes Campbell, F. A. M. Commissioner for Ohio, and F. L. Valiant, a director of the State organization.

The club decided to re-engage its old quarters and an active membership campaign was started. There are 1,000 motorcyclists in Dayton at present and the club hopes to become one of the largest in the country before the season is over. The dues were reduced from $12 to $6 and the initiation fee from $5 to $3, one dollar of which is figured for the F. A. M. The club formally extended an invitation to the State organization to hold its annual convention in the Gem City. Messrs. Campbell and Valiant accepted the invitation on behalf of the State body and plans were at once taken up to make the 1914 convention a record-breaker.

The convention will be held June 25-28. Four tours will start from the following points: Toledo, Cleveland, Marietta and Cincinnati on June 25, and the main touring body will pick up riders all along the line. Each rider finishing the tour will be presented with an Ohio F. A. M. medal on arriving in Dayton on the evening of June 25. The morning of June 26 will be devoted to the business session, and in the afternoon the visitors will make a tour of the city, visiting various points of interest. The entertainment end of the programme has not been decided upon, but the Dayton M. C. can be depended upon to handle the whole programme satisfactorily. An amusement park will be leased for one evening during the stay of the riders in Dayton, and a big race meet is slated. The meet will be featured by the holding of the amateur state championship event, and there may also be a one-hour professional race with enough prize money to attract the stellar speedsters.

Another feature of the programme will be a basket picnic and run to the famous Fort Ancient hills and an inspection of the ruins of that historic stronghold. Carl Cappel, one of the most active F. A. M. workers in Dayton, volunteered to provide three or four automobile trucks to carry the provisions to Fort Ancient. The State officials believe that at least 1,000 riders can be brought to Dayton for the convention, as there are about 15,000 riders throughout the State.

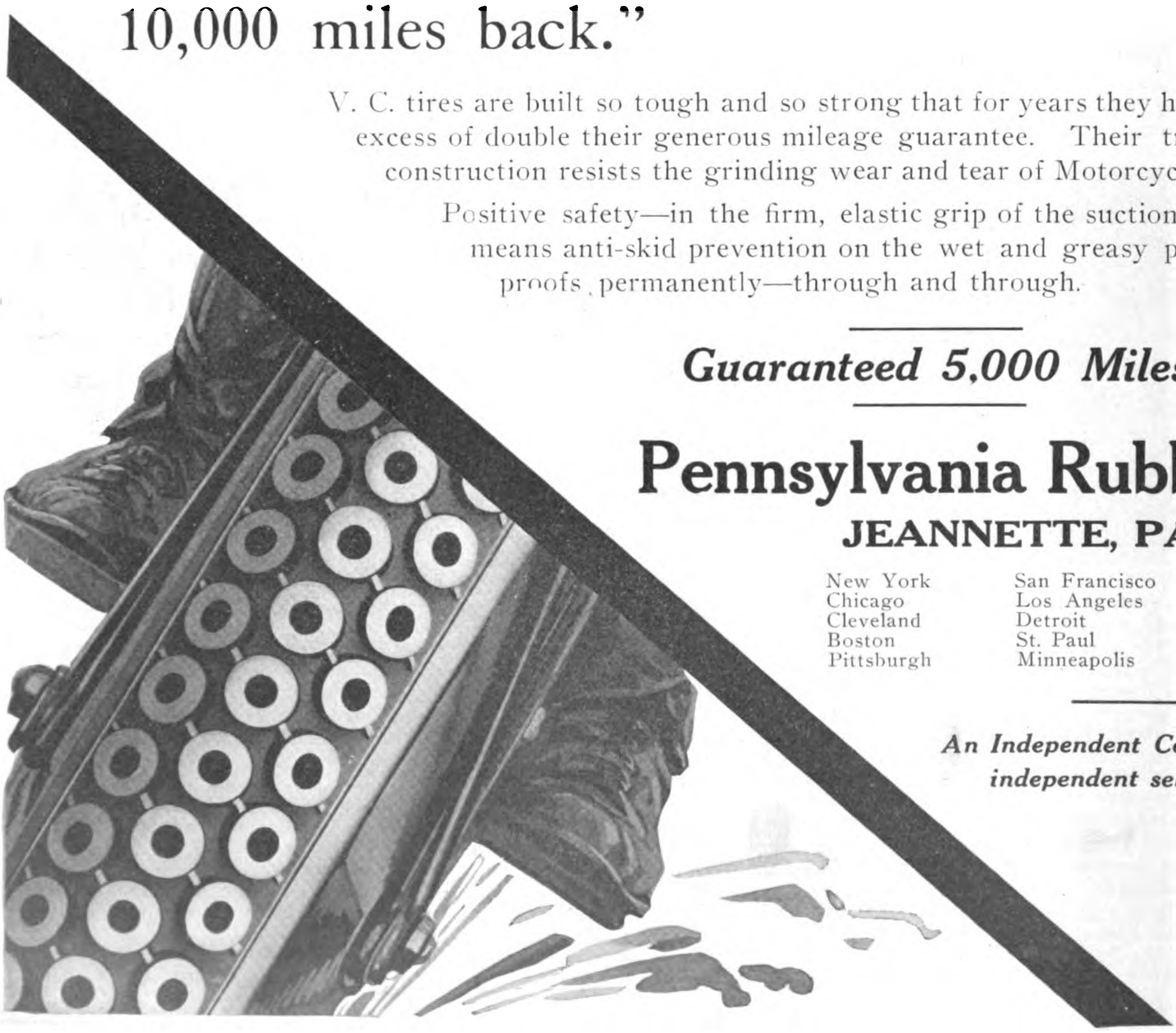
As a sort of curtain-raiser the Dayton M. C. has arranged to stage a 100-mile professional race in this city on Saturday, June 5.

Says a Live Motorcyclist:

"The Society for the Prevention of Cruelty to Tires has nothing to worry about when it comes to

PENNSYLVANIA
Oilproof
VACUUM CUP TIRES

—and, believe me, I've quit my membership in that same S. P. C. T. since I put them on over 10,000 miles back."



V. C. tires are built so tough and so strong that for years they have averaged in excess of double their generous mileage guarantee. Their true automobile construction resists the grinding wear and tear of Motorcycling Unlimited.

Positive safety—in the firm, elastic grip of the suction cup tread that means anti-skid prevention on the wet and greasy pavement. Oilproofs permanently—through and through.

Guaranteed 5,000 Miles

Pennsylvania Rubber Co.

JEANNETTE, PA.

New York
Chicago
Cleveland
Boston
Pittsburgh

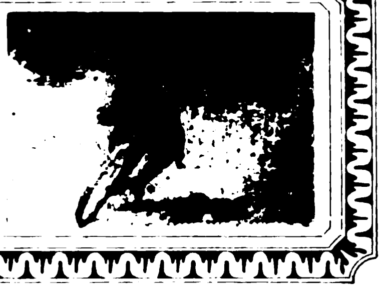
San Francisco
Los Angeles
Detroit
St. Paul
Minneapolis

Omaha
Kansas City, Mo.
Seattle
Dallas
Atlanta

An Independent Company with an independent selling policy.

NON SKID
TRADE MARK
REG U.S. PAT. OFF.

RACING



KLEBES LOWERS BELMONT MARK

Philadelphian Pilots His Indian Over the Mile Course in 48 Seconds and Other Flashes of Speed Please Crowd

PHILADELPHIA, May 24.—Exceeding in point of interest, attendance and the calibre of riders participating, any motorcycle event that has previously been held in this city, the race meet staged at the Belmont Park race track yesterday scored a hit with the fans. Harry Klebes, riding an Indian, lowered the track record for one mile, setting a mark of 48 seconds. The former one-mile record for the Belmont track was held by John Empfield, whose time was 51⅘ seconds. The attractive program and ideal weather brought out a crowd of 5,000 racing enthusiasts. Loose dirt in spots and a slight wind necessitated the sprinkling of the track several times. There were no accidents. Among the favorites of the day were Charles Balke, Carl Goudy, John Constant and Harry Klebes. Summaries:

Five-mile event for amateur riders, 7 h. p. stock machines.—Won by Will Denham, Washington, Excelsior; Monte Redfield, Philadelphia, Indian, second; E. Simpson, Philadelphia, Excelsior, third.

Five-mile race for professional riders.—Won by Charles Balke, Indian; Carl Goudy, Excelsior, second; Harry Klebes, Indian, third. Time, 4:43⅕.

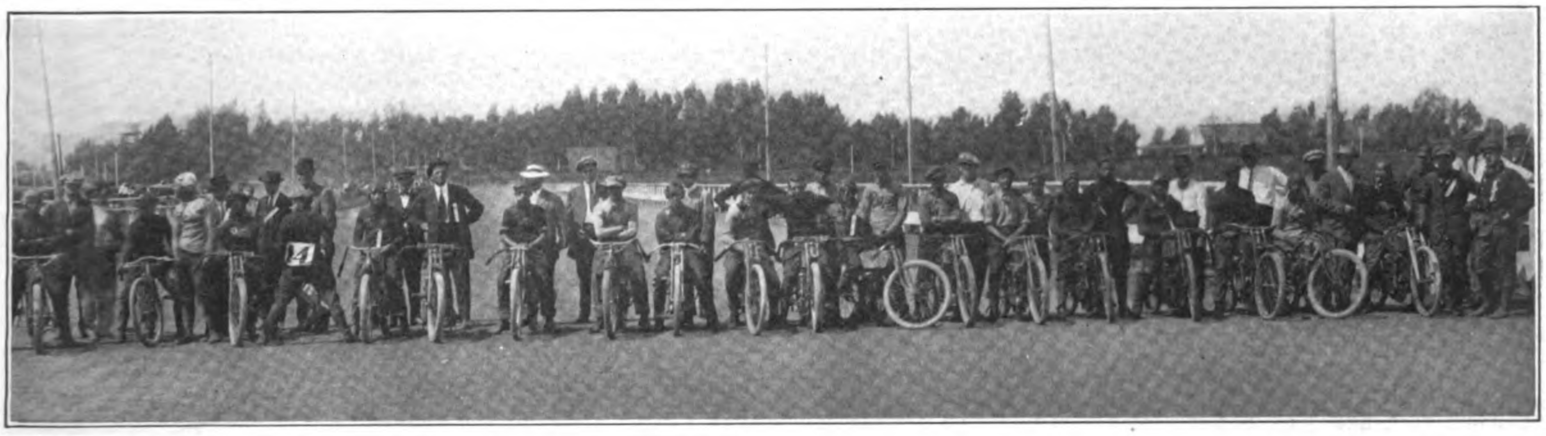
Ten-mile race for amateur riders.—Won by Redfield, Indian; R. L. Cummins, Indian, second; E. Simpson, Indian, third. Time, 10:9⅕. Denham finished first in this event, his time being 9:29⅖, but he was disqualified for looking behind on the homestretch.

Five-mile event for professional riders.—Won by Harry Klebes, Indian; John Constant, Indian, second; W. Stoudt, Reading-Standard, third. Time, 4:18⅘.

Ten-mile race for professional riders.—Won by Charles Balke, Indian; Hollenbeck, Pope, second; W. Steiner, Indian, third. Time, 9:16⅗.

Ten-mile for professional riders with racing machines.—Won by Carl Goudy, Excelsior; John Constant, Indian, second; Harry Klebes, Indian, third. Time, 8:49⅕.

One-mile time trials—Harry Klebes, Indian, 48 seconds; Carl Goudy, 51 seconds.



The Above Line-up Gives Some Idea of the Interest Aroused by the Meet at Fresno Which is Described Below

CLOSE FINISHES AT FRESNO

Speed Boys Show Well in Program Managed by Local Dealers and 70-Mile Event Results in Hot Contest

FRESNO, Cal.—The most successful motorcycle race meet ever held in the San Joaquin valley was staged here May 17. The races, which started at 1:30 p. m., were held under the auspices of the Fresno Motorcycle Dealers' Association, with F. A. M. sanction. Charles P. Clarke, of Bakersfield, acter as referee. L. A. Fray, also of Bakersfield, promoted the meet. There were about five thousand people in attendance and enthusiasm ran high. Among the visitors at the races were fans from points as far distant as San Francisco, Sacramento and Los Angeles. The track was extremely fast and the weather ideal for racing. Grover Epperson, riding a Thor, spilled in the third event and was taken to a hospital. In the 70-mile event, Vieheller, who had shown considerable skill in his riding, skidded and was thrown several feet, but got up and started in the race again. He was soon forced to stop again as several spokes had been ripped from his wheels. Summaries:

Five-mile race for single-cylinder machines, 30:50 cu. in.—Won by Will Riding, of Fresno, belt-driven Pope; Roy Jackson, of Fresno, Indian, second; Ed. Filmore, Excelsior, third. Time, 5:31.

Ten-mile event for professionalriders, 61 cu. in.—Won by W. G. Collins, of San Francisco, 8-valve Indian; Dutch Fabin (18 years old), stripped stock Pope, second; Filmore (18 years old), of Bakersfield, Excelsior, third. Time, 9:46 3/10.

Ten-mile race for private owners, 61 cu. in.—Won by Tice, of Bakersfield, Pope; L. O. Redmond, of Fresno, Pope, second; Ed. Filmore, Bakersfield, Excelsior, third. Time, 10:4 1/5.

Ten-mile race for Fresno County riders only, 61 cu. in.—Won by Charles Vieheller, of Fresno, Excelsior; George Hoendervoogt, of Firebaugh, Excelsior, second; John Krambling, of Kingsburg, Excelsior, third. Time, 9:37.

Twenty-five mile event, free-for-all professional, 61 cu. in. (changed from 15-mile race).—Won by W. G. Collins, San Francisco, Indian; Charles Vieheller, Fresno, Excelsior, second; Filmore, Bakersfield, third. Time, 23:17½.

Ten-mile losers' race (for riders having lost in previous events).—Won by Fred Stoeckel, Bakersfield, Thor; Tice, Bakersfield, Pope, second; Roy Jackson, Fresno, Indian, third. Time, 10:34.

Seventy-mile race for professionals, with stripped stock machines, 61 cu. in.—Won by

Toby, Indian; Don Johns, Excelsior, second; Tice, Pope, third. Time, 1:5:45.

A trial for a one-mile record was made by Don Johns, on an Excelsior. His time was 50 seconds flat. "Dutch" Fabin attempted to lower the mark but failed.

OPENING MEET MAY 30

Minneapolis, Minn.—Never before has there been as much interest displayed in a motorcycle event in this city as is now evinced in the forthcoming opening meet of the Twin City Motordrome. The first meet will be staged on May 30, and William Koenig, manager of the track, announces that 8,000 racing fans have already bought tickets for the opening program. The track is complete and has been tried by Glen Stokes and a number of other prominent racers that will take part in the opening meet. Ray Seymour is also in the city and will try for a record on Decoration Day. The quarter-mile track will be open one night a week throughout the season. The seating capacity of the big bowl is figured at approximately 18,000.

At the Fresno Meet: Left to Right, C. B. Turpin Standing with Hat in Hand; W. G. Collins, Indian, San Francisco; Chas. Vieheller, Excelsior, Fresno; Ed. Filmore, Excelsior, Bakersfield. The Boys Finished in the Order Named in the 25-Mile Free-for-all. Time, 23:17 1-5.

BALKE ON WARPATH AGAIN

Indian Speedster Lands Seven Firsts in Chicago Two-Day Meet and Perry Proves Himself King of Stock Class

CHICAGO, Ill.—Perfect track management, a large attendance and consistently fast work by the speed boys combined to make the two-day race meet of the North Shore M. C., May 16-17, one of the most successful ever staged in the East. The program was featured by the sensational riding of Charles Balke, who came back out of the West with a winning streak that nothing could stop. He romped off with first place in seven events, the 10-mile F. A. M. championship, two open professional races for twins at five miles, two professional events for twins at 15 miles and two 5-mile open races for singles.

To Bob Perry of the Excelsior camp fell the task of fighting Balke every foot of the way for the chief honors, and he did that gamely. Perry was invincible in the strictly stock events and his handling of the "Big X" flyer on the turns won him the unqualified admiration of the large crowd. The sporting spirit shown throughout the meet by spectators, officials and riders was one of the most pleasant features of a wholly satisfactory program.

When the boys were being sent off for the fourth event on Saturday one of the starters became confused at the line and got in the way of Bert Wayne, an Indian rider. Wayne struck him and went down and in the mix-up which followed Roy Shaw and Bob Perry, Excelsior riders, and Balke, of the Indian squad, also fell. Balke's fuel tank sprung a leak but it escaped discovery until the "Fearless" one was practising for the sixth event, when the leaking gasoline caught fire. The eight-valve machine was put out of commission temporarily and Balke rode Dave Kinney's machine in the remaining events on Saturday, with as much skill as he had shown on his own mount. On Saturday night Balke worked on the eight-valve machine and had it in trim for Sunday's races.

Balke (at Left) and Bob Perry, Two of the Most Popular Speedsters in the Game today, as They Appeared at Hawthorne Two-Day Meet

The summaries for Saturday:

Fifteen-mile, open professional, 61-inch class—Won by Balke, Indian; Shaw, Excelsior, second; Wolters, Excelsior, third. Time, 13:37⅘.

Ten-mile, open professional, 61:00 class—Won by Wolters, Excelsior; Goudy, Excelsior, second; Crawford, Indian, third. Time, 9:10⅘.

Five-mile stock machines, private owners, 61:00 class—Won by Munn, Excelsior; Lueders, Excelsior, second; Hoholf, Excelsior, third. Time, 5:11.

Five-mile stripped stock, professional, 61-inch class—Won by Perry, Excelsior; Shaw, Excelsior, second; Goudy, Excelsior, third. Time, 4:50.

Five-mile, open professional, 61-inch class—Won by Balke, Indian; Perry, Excelsior, second; Wolters, Excelsior, third. Time, 4:22⅘.

Five-mile, open professional, 30:50-inch class—Won by Balke, Indian; Gardner, Excelsior, second; Brier, Thor, third. Time, 4:55.

Sunday's summaries:

Five-mile, open professional, 61-inch class, first heat, 2 miles—Won by Balke, Indian; Wolters, Excelsior, second. Time, 1:49⅖.

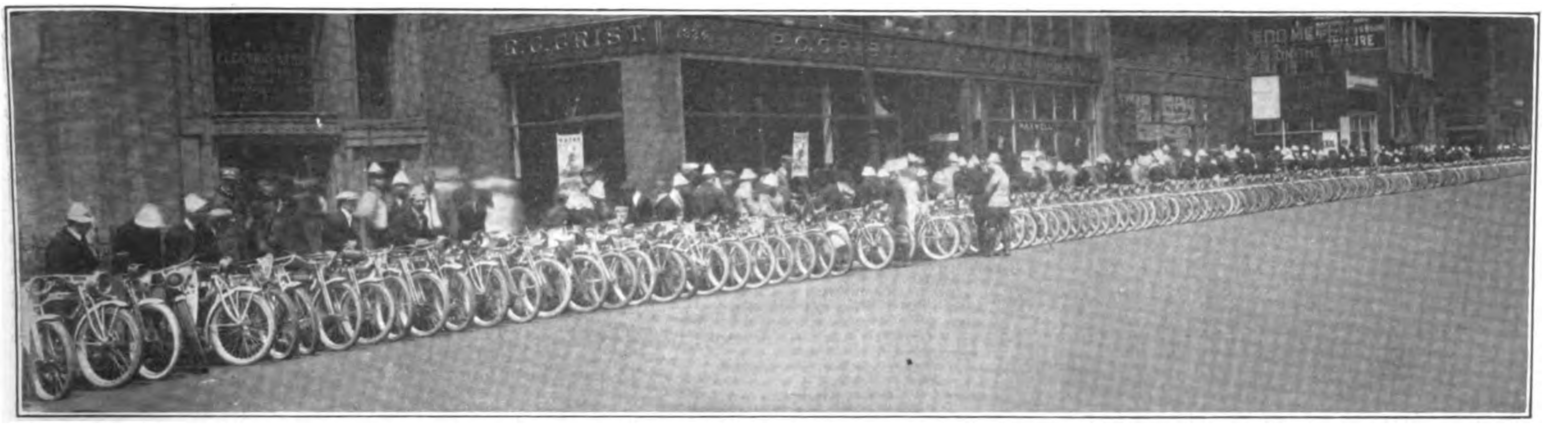
Second heat, 2 miles—Won by Perry, Excelsior; Stokes, Excelsior, second. Time, 1:47⅖.

Final heat, 5 miles—Won by Balke, Indian; Perry, Excelsior, second; Wolters, Excelsior, third. Time, 4:24.

Five-mile amateur, private owners, 61-inch class—Won by Lueders, Excelsior; Bethke, Pope, second; Hoholf, Excelsior, third. Time, 5:07⅖.

Five-mile, professional, 30:50-inch class—Won by Balke, Indian; Brier, Thor, second; Rowe, Thor, third. Time, 4:52⅕.

Ten-mile, National F. A. M. championship, 61-inch class—Won by Balke, Indian; Perry,



Remarkable Lineup of Excelsior Riders at the R. C. Crist Agency Before the Opening of the Hawthorne Meet

Excelsior, second; Goudy, Excelsior, third. Time, 8:48⅕.

Five-mile, stock machines, professional, 61-inch class—Won by Goudy, Excelsior; Perry, Excelsior, second; Wolters, Excelsior, third. Time, 4:49.

Fifteen-mile, open professional, 64-inch class—Won by Balke, Indian; Perry, Excelsior, second; Wolters, Excelsior, third. Time, 13:04⅗.

The Motorcyclist's Calendar

May 29, 30 and 31, Rockford, Ill.—State F. A. M. convention and race meet.

May 29-30, Toledo, O.—Race meet under auspices of Inter-State Racing Association.

May 30, Portland, Ore.—Race meet.

May 30, Peoria, Ill.—Peoria M. C. race meet.

May 30-31, Chicago.—Chicago M. C. meet at Hawthorne track.

May 30, Wheeling, W. Va.—Wheeling M. C. race meet.

May 30, Washington, D. C.—Annual Bennings track meet of Capital City M. C.

May 30-31, Milwaukee, Wis.—Second annual Good Fellowship tour of the Milwaukee M. C.

May 30, Lynn, Mass.—Race meet at Saugus one-mile flat track.

May 30, Oakland, Ca.—Oakland M. C. endurance run to Fresno.

May 30, Fargo, N. D.—Mindak M. C. race meet.

May 30-31, Newark.—New Jersey M. C. 450-mile endurance run to Baltimore.

May 30-31 and June 1, Los Angeles, Ca.—Los Angeles M. C. 600-mile endurance run.

June 6, Anthony, Kan.—Race meet.

June 6, Pittsburgh.—Race meet at Schenley Oval under auspices of the Progressive M. C.

June 6, 7 and 8, Indianapolis.—Indiana State F. A. M. convention and 36-hour endurance run.

June 7, Buffalo, N. Y.—Hill climbing contest of Buffalo M. C.

SERIOUS SPILL AT CLEVELAND

Crash in Which Three Riders Are Injured May Result in Permanent Closing of the Big Bowl

CLEVELAND, May 23.—The Luna Park Motordrome was closed last Sunday night after an accident which seriously maimed one rider and slightly injured two others. Within the past few days suspicious indications of activity have taken place within the big enclosure that have led some to suspect that a resumption of racing is contemplated. They point out that a repairman has been at work steadily in overhauling the machines at the park; that the portions of the wire netting and the grand stand that were destroyed by the accident have been carefully rebuilt; and that the place is guarded by burly watchmen to exclude the muckrakers. The park officials say that their decision to abandon racing is final.

The mishap which precipitated the closing of the track came at the end of the fourth event of the evening, the first heat of the Luna Park sweepstakes. Roy Milner won the event, with Jack Hlavin second and Fred Walklet third. The track rules provide that at the conclusion of a race each rider shall leave on his power until he has passed around and above every man in front of him. Milner and Hlavin were riding very close together at the finish and in passing around them Walklet, for some unknown reason, seemed to attempt to ride between them instead of going above them. Their machines collided, Milner and Hlavin were hurled to the bottom of the incline and the machine of Walklet shot to the top of the track, crashing into the "safety device" of wire netting and hurling its riders far into the stands.

The three men were rushed to a hospital. The injuries of Hlavin and Milner were of a minor character and they were released within two days; Walklet was far more severly hurt and is yet in the hospital, though he is now pronounced out of danger.

Immediately after the accident M. F. Bramley, President of the Luna Park Amusement Co., and Col. C. X. Zimmerman of the park, conferred and announced that the track would be abandoned permanently. The management had staked its hopes on the latest safety device to be installed and it had shown its inadequacy. It consisted of springy wire mesh strung around the top of the track at some distance from the iron posts. The theory was that the momentum of a rider would be checked by the "give" of the wire and that he would be thrown back to the bottom of the track. Instead, Walklet hit the device at such speed that he tore a great hole in the wire.

At the Hawthorne Meet, Described on Opposite Page. Balke in Lead With Crawford, Goudy, Perry and Wolters Close Behind

MANUFACTURERS

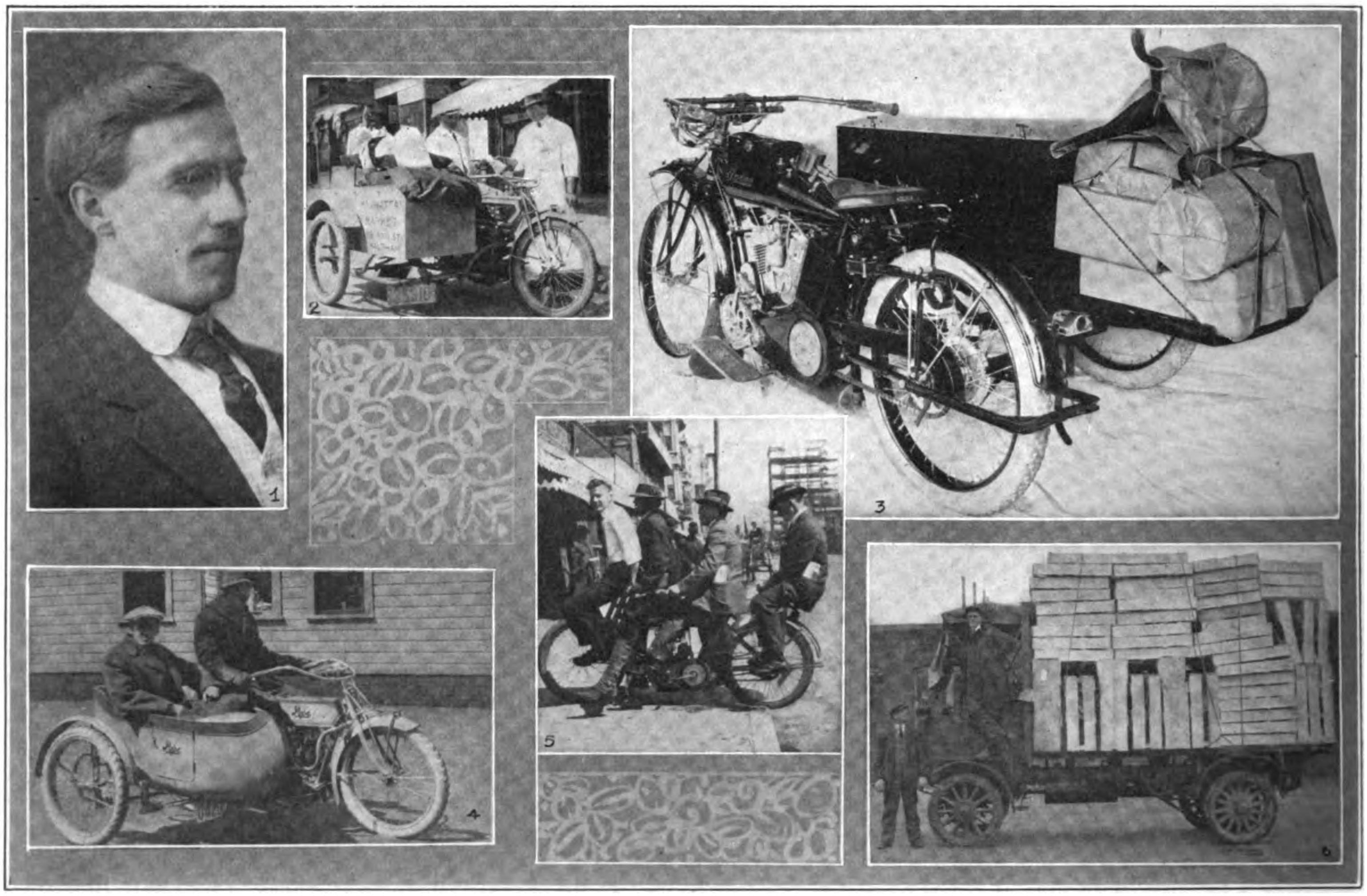
A BUSY ST. PAUL COMPANY

In addition to handling a full stock of high-grade motorcycle fittings and accessories, the Motorcycle Accessories Company, of St. Paul, Minn., announces that it is prepared to rebore cylinders, re-enamel machines and even rebuild them after the owner's specifications. In view of the fact that these are branches of work which few companies, aside from those actually engaged in manufacturing motorcycles, care to handle, the St. Paul firm is finding plenty of business to keep both its sales and shop staffs on the jump. Although the company pays special attention to the mechanical branches referred to, it has also built up a lively trade in accessories and has sent out so far this year no less than 60,000 catalogs dealing with its lines. The company succeeded the Wagner Motorcycle Company, and is therefore prepared to supply parts and make repairs of all models of the old Wagner motorcycle.

"In spite of the talk we hear about business depression," writes the Motorcycle Accessories Company, "the motorcycle supply business is certainly making great headway, and we are too busy filling orders these days to find time to complain."

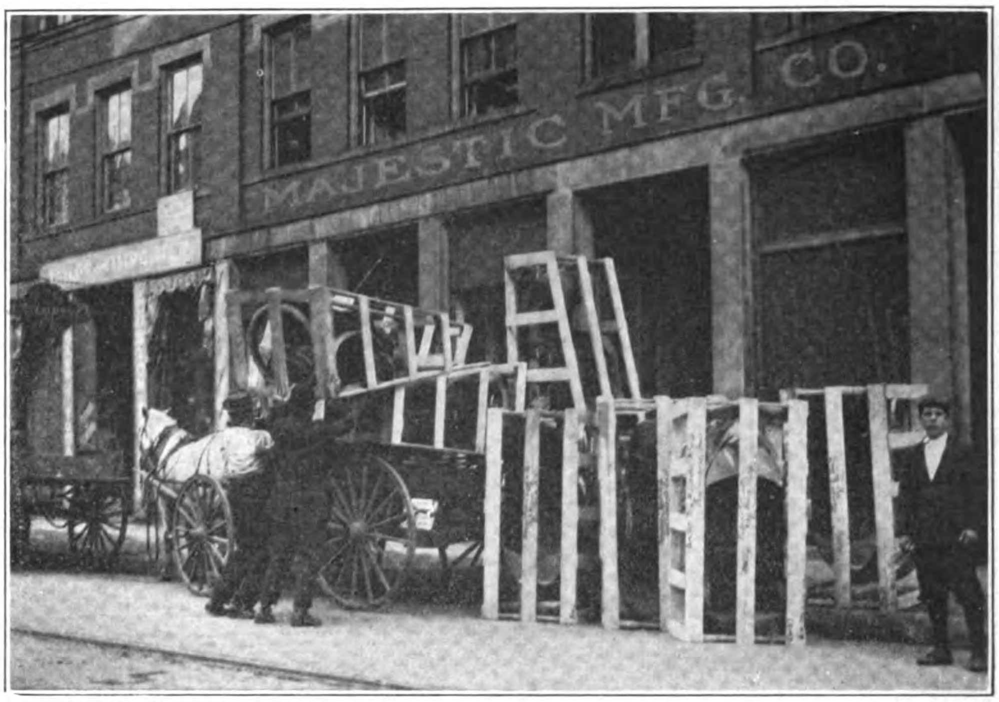
ANOTHER BOSCH PRIZE

The result of a discussion at the Bosch Magneto Co.'s New York offices concerning the possibility of breaking the 500-mile record made by Joe Dawson in 1912, is the offering of an additional Bosch prize of $500 to the winner of the Indianapolis Speedway race on May 30, provided he breaks the existing record of 78.72 miles per hour average for the 500 miles. The Bosch magneto and Bosch plugs must be used by the winner to entitle him to this award, which will further augment the $600 already posted by the Bosch Magneto Co. for the winner



EDWARD J. H. SMULLEN, who succeeds his father, the late James H. D. Smullen, as sales manager of the Haverford Cycle Company, appears in the first picture of the above layout. During the last five years Mr. Smullen has been traveling through the Southern States in the interests of the Haverford company. From the Baxter Sidecar Company, Cambridge, Mass., comes the picture of the Excelsior motorcycle and Baxter delivery model shown in the second photo. The third photo shows the Indian Parcelcar, with the new parcel rack. The Hendee company writes that this model is creating a wide demand. H. J. Krackowizer, of the Lynn Sporting Goods Co., Lynn, Mass., agents for the Pope, is seen on the machine in picture No. 4, with a customer in the sidecar. The picture was snapped as the couple was leaving the Pope factory. Special interest attaches to the fifth picture, which was snapped as a two-speed Yale was undergoing a novel test. The 5-6 h. p. Yale single was placed in position with its front wheel set solidly against the curbing. The four riders then mounted the machine and the driver opened the throttle, stepped on the foot control lever to engage the low gear, and the machine carried all four men over the curb. The last picture shows an impressive load of Pope motorcycles and bicycles leaving the Westfield factory.

Thus the winner, if he breaks the record and if he uses a Bosch magneto and Bosch plugs, which is more than likely according to past performances, will receive $1,100 from this concern. Bosch prizes as they stand now are the largest offered by any accessory concern, and will be divided among the first three drivers as already announced, with $500 additional to the winner if the record is broken. In other words, $1,800 has been set aside by this accessory firm for prizes to drivers who win with Bosch-equipped cars in the Indianapolis race.



A Busy Scene at the Majestic Sidecar Factory in Worcester, Mass.

COFFMAN'S HANDY CATALOG

A. B. Coffman, exponent of high-pressure enthusiasm and the glad hand, and successful selling agent for a number of popular motor and bicycle accessory lines, is now passing out with justifiable pride a comprehensive and well illustrated new catalog. It calls attention particularly to the fact that Mr. Coffman is handling Lobdell bicycle wood rims, made by the American Wood Rim Co., of Onaway, Mich.; Eclipse hubs and hub and brake parts, Morrow coaster brake, clutches and clutch parts and two-speed gear, made by the Eclipse Machine Co., of Elmira, N. Y.; Tobin thief-proof bicycle stands; pumps and chains, imported by Guiterman, Rosenfeld & Co., of New York; the Bean chain tool, manufactured by the Bean Co, of Berea, Ohio; Wald bicycle mudguards, braces, carriers, etc., made by the Wald Mfg. Co., of Sheboygan, Wis.; Toledo motorcycle gas tank and lamp bracket, made by Edward Kampe, Toledo, Ohio.

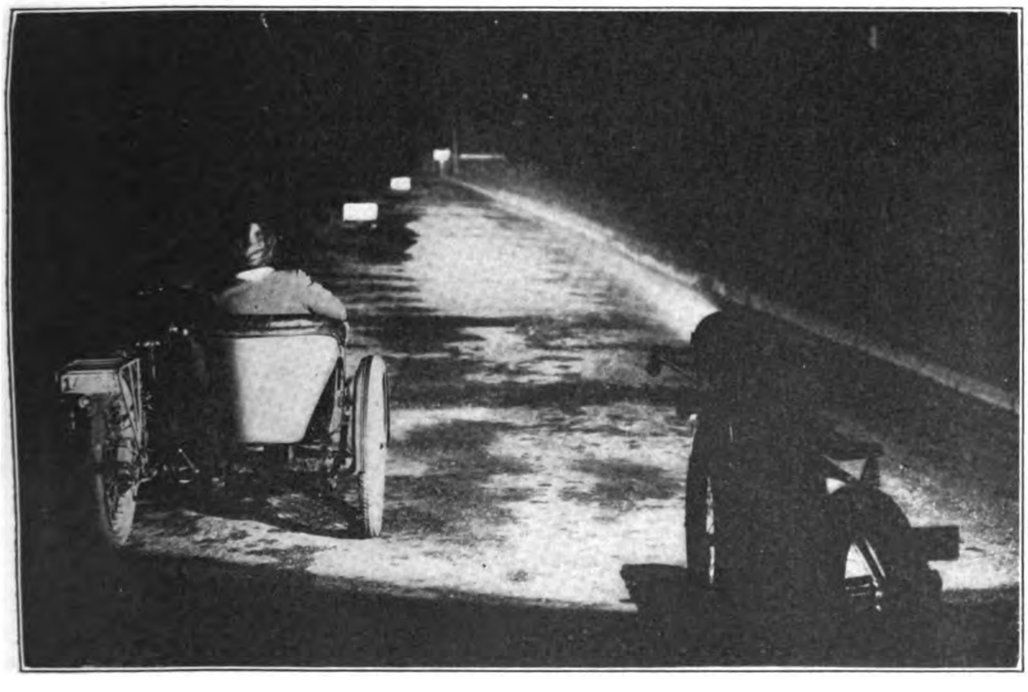
A line will bring the catalog, and two lines will bring A. B. himself if there is business in the air. Communications should be addressed to A. B. Coffman, 942 Nicholas Building, Toledo.

THE HENDERSON POPULAR ABROAD

That the popularity of the Henderson motorcycle is rapily spreading abroad is indicated by the fact that during a recent week the company received orders from Italy, Belgium, Finland, Russia, Norway and Portugal. The unusual capability of the Henderson four-cylinder motor is making a special appeal in those countries where every second motorcycle encountered on the road is carrying a sidecar. Even in England, where there has been a strong tendency of late in favor of lightweight machines with very low horsepower, the Henderson is reported to be making many friends.

"BUCK" SELLS THREE MORE VANS

Joe Buckingham, manager of the motorcycle department of the Weaver-Ebling Co., distributor for Harley-Davidson machines in New York, reports that he has sold three two-speed machines with Rogers side vans to the metropolitan branch of the Diamond Rubber Co. Sidecar and van sales throughout New York City and vicinity are expected to break all records before the summer is well under way.



A Remarkable Photograph Which Shows How Thoroughly the Road Is Illuminated By a High-Grade Electric Headlight

MAJESTIC FACTORY IS BUSY

These are busy days at the sidecar factory of the Majestic Mfg. Co., in Worcester, Mass., as is indicated by the accompanying photograph, and it is stated that there has been a rapid and uniform increase in business of late. The sales for the month of April, for example, were thirty per cent. higher than in any previous month in the history of the company. The factory operated on a twenty-four schedule during the greater part of April, but even under this arrangement the manufacturers were always from seventy-five to one hundred sidecars behind their orders. The Gunboat, the new Majestic sidecar model, has met with remarkable favor and is now the fastest seller in the company's line.

WAGNER'S NEW CONNECTION

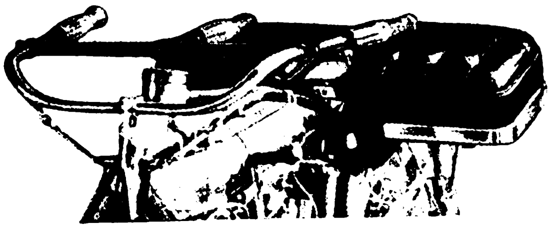
C. R. Wagner, formerly sales manager for the Allied Motors Corporation, of Chicago, has associated himself with the Cycle Mfg. & Supply Co., of Chicago, and now occupies the office of treasurer. Mr. Wagner is a veteran worker in the motorcycle industry, and during his connection with the now defunct Allied Motors Corporation he added many new friends to his list. The Cycle Mfg. & Supply Co. is located at 180 North Dearborn street, and handles a line of high-grade cycle specialties in addition to being direct factory distributors for several European manufacturers.

ANOTHER POPE TRAVELER

Owing to the rapidly increasing demand for Pope motorcycles and bicycles, the manufacturers of these well-known lines have found it necessary to pursue a policy of steady expansion in the sales organization, and the latest addition to the traveling sales force is David L. Marshall, of Philadelphia, Pa. For the last four years Mr. Marshall and Joseph S. Gentel have operated the Auto Motorcycle Co., at 2216 North Broad street, Philadelphia, and Marshall has a large following throughout his territory. He is also State F. A. M. commissioner. Marshall will travel for the Pope company throughout Pennsylvania.

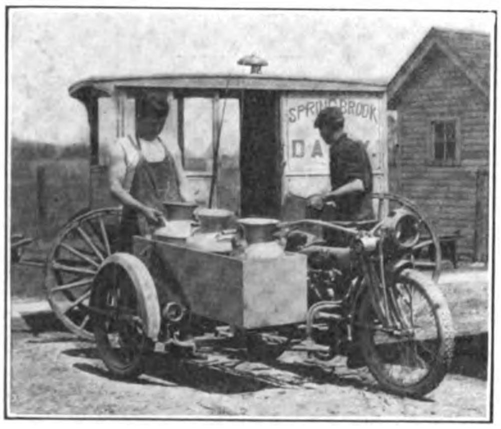
C. & G. TWIN SEAT

From C. M. DePuy, 157 Chestnut street, Brooklyn, N. Y., distributing agent for the C. & G. twin motorcycle seat, manufactured by Chilson & Graham, of Fayetteville, N. Y., comes the report that the new product is already widely in demand. The twin seat, which is shown in the accompanying illustration, is made to fit any make of motorcycle. It is easily attached, combines simplicity and comfort, and insures safety and sociability. The cushions used are of the automobile type, containing five-inch springs, making the seat serviceable for both rigid and spring frame machines. The weight is about eighteen pounds, which is little, if any, more than that of a regular saddle and tandem. A particularly notable feature of the twin seat arrangement is found in the fact that it helps to prevent skidding. The C. & G. twin seat, complete with black cushions, sells for $25. Interesting literature describing the seat may be obtained upon application to the manufacturers or the Brooklyn distributor.



A MILK VAN OUTFIT

Another application of the motorcycle to commercial service is indicated in the accompanying photograph. The Yale outfit is used by the Valley Dairy Company, of Bremen, Ind., in its daily delivery of milk. A regular delivery van chassis is used with a special box in which three eight-gallon milk cans are carried every day. As a large portion of the route over which the outfit is driven consists of mud and sand it can be readily seen that the Yale is called upon to prove its pulling and endurance powers.



NEW ECLIPSE OFFICERS

At a recent meeting of the Board of Directors of the Eclipse Machine Company, of Elmira, N. Y., E. J. Dunn, was elected president to succeed the late D. L. Whittier. L. S. Whittier was elected treasurer, and will assume that office in addition to handling his secretarial work. J. C. Ferguson was appointed general manager of the company, and James B. Rathbone will remain as vice-president.

NEW INDIAN LITERATURE

A fresh batch of unusually attractive literature, telling the story of Indian motorcycles and sidecars, is now ready at the headquarters of the Hendee Mfg. Co., in Springfield, Mass. This story, already so forcefully and interestingly told, appears to take on new angles of interest with each new folder and booklet issued from the Springfield Wigwam, and the latest literature does something more than rehash former arguments.

One attractively-illustrated folder deals with the Indian springing system; another is the Indian Missionary, a folder "published every now and then," and making a special appeal to the dealer; still another treats of the motorcycle's possibilities in R. F. D. work, and a neat and well-illustrated booklet deals with the commercial situation under the title, "Solving the Problem by Increasing Efficiency and Reducing the Cost." The Indian sidecar book, also a recent production, combines striking half-tone illustrations and a lot of information concerning the Indian line of passenger attachments. If you are interested, a line dropped to the Springfield headquarters will start something. Unusually favorable comments have been heard of late concerning the photographic illustrations in Indian literature. They set a new mark for such work.

SACHS VISITS AMERICA

In keeping with his policy of personally visiting the United States from time to time to keep closely in touch with the American manufacturers and their needs, Ernst Sachs, owner of the Fichtel & Sachs ball-bearing works at Schweinfurt am Main, Bavaria, is again on a business trip to this country. With J. S. Bretz, of the J. S. Bretz Co., sole representative in this country for the F & S ball-bearing makers, he is taking up important matters relating to the requirements of the American motor industry. So great is the American demand that Mr. Sachs feels the market is entitled to equal consideration with Europe in the plans of the manufacturers.

HOW THE POPE LINE IS PRICED

Through a proofreading slip that is as puzzling as it is bothersome the prices of Pope motorcycles, as listed in the last issue, appeared in print fifteen dollars higher in each case than they should have been, the prices quoted being those for the Pacific coast trade on which it is necessary for the company to add an average of fifteen dollars per machine for freight charges. There would have been no objection to quoting the Pacific coast prices, as such, but the impression was created that those prices applied generally; hence the present correction. The Pope motorcycles list, f. o. b. Westfield, Mass., as follows: Model R-14, $285; model L-14, $250; model M-14, $215; model K, $200, and model H-14, $150.

From the Weeber Cycle Works, 174 Central avenue, Albany, N. Y., comes the report of the theft of a new 1914 Indian, motor number 88F022. The Weeber company offers a reward for information leading to its recovery.

AUTOCRAT MFG. CO. IN THE FIELD

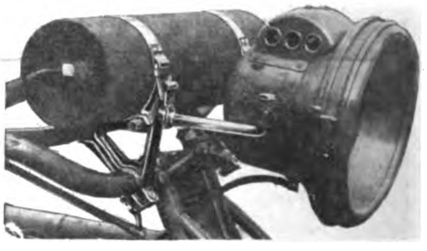
Buffalo, N. Y.—The Greyhound Motor Company has been reorganized and is now known as the Autocrat Manufacturing Company, Inc. The company is well financed and is continuing the production of the popular Autocrat sidecar, for which it is reported there is a steadily increasing demand. The latest model of the Autocrat sidecar is known as Model 14, the principal improvement over the former types being in the frame, which is of heavy bent tubing. It is heavily reinforced and is so constructed that most of the cumbersome castings heretofore used are eliminated. A new spring suspension, supporting both ends of the car, affords a sense of ease and security calculated to bring the new offering into early popularity.

The type of body used in the past has been retained. It is of steel and made up along automobile lines, luxurious upholstering and artistic enamelling being additional features of merit. The factory of the Autocrat company has been enlarged, and with the installation of new machinery it is possible to handle orders much more expeditiously than in the past. The new type, Model 14, is sold for $85.

The AUTOCRAT

CLARK COMBINATION BRACKETS

In the accompanying illustration is shown the Excelsior combination acetylene tank and lamp bracket, manufactured by the W. F. Clark Manufacturing Company, 3551 West Twenty-third street, Chicago. The bracket fastens to the handlebar in a rigid manner and does not allow the slightest movement or vibration of the tank. In setting the tank into the brackets, two eccentric arms are pressed down to hold the tank firmly in place. The tank can be removed in less than a minute by the removing of the eccentric arms. A special combination bracket for use on Harley-Davidson machines is also made by the Clark company. The combination brackets for the Excelsior list for $2.10 and $2.50, while the tank bracket alone is sold for $2 and $1.70. The Harley-Davidson combination sells for $1.85 and $2.25, and the tank bracket is listed at $1.45 and $1.75.

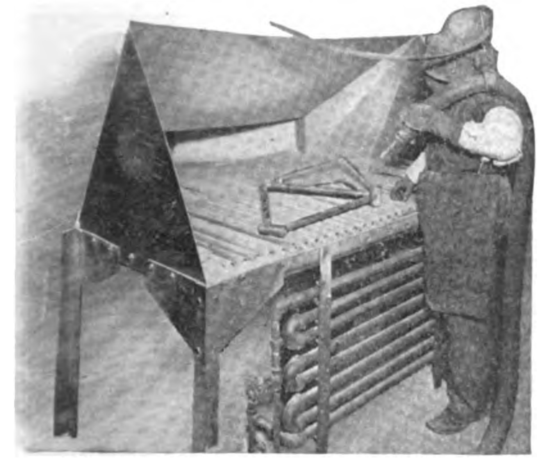


Four motorcycles were recently purchased by the police department of Springfield, Ohio.

MEETING THE DEMAND FOR PIERCE BICYCLES

Reports from the Buffalo Company Show That Its Bicycle Sales Are Exceeding All Its Records for Ten Years Back - A Trip Through the Plant

FOLLOWERS of cycling affairs will be interested in the announcement made by leading bicycle manufacturers that their 1914 business is keeping well up with the remarkable sales of motorcycles reported from all parts of the country; in other words, that the bicycle is keeping closer to its powered brother in a business way at present than for years past. Late reports from the Pierce Cycle Co., of Buffalo, for example, show that from the first of last November to March 1, 1914, the company delivered as many Pierce bicycles as during any entire year since 1903.



This condition lends pertinence to a brief review of the painstaking methods by which the Pierce company keeps abreast of developments and meets orders promptly. The Pierce folks have long prided themselves upon the thoroughness with which each phase of bicycle manufacturing is carried through in their plant, and the standard of their work today is as high as up-to-date machinery and an experienced staff can make it.

The first process in the manufacture of bicycles is the receiving of the tubing and the cutting of the tubes to the exact length necessary for building the frames. The ends of these tubes are burred out and cleaned. The connections are placed on the tubes with all reinforcements and are brazed in an open-hearth brazer.

The open-hearth method of brazing is used exclusively in the Pierce plant, because the Buffalo firm is convinced, as a result of its long years of bicycle manufacturing, that such a method gives more satisfactory results than the usual system of dip brazing. The method employed by the Pierce company is, however, considerably more expensive. It is said that in dip brazing one man can do an amount of work which would require three men where the hearth method is used. The company has a dip brazer at its plant but has found that it is unsuitable for use in building the high-grade line of Pierce products.

After each part of the frame is brazed the rough joints are ground down and the frame is assembled complete and brazed together. The frame of each Pierce bicycle is put through the trueing process three times during its manufacture. The jig used for this purpose is of heavy construction and gives perfect alignment of the head, seat-mast and rear forks, thus producing a bicycle which runs true in every respect.

Preparing for the High Finish

The forks used in making the Pierce cycles are also constructed under rigid supervision. Each frame is hand-filed and is finally inspected for any inequalities in the tubing and if any are found such points are filled with solder, after which the frame is draw-filed. After the draw-filing process every Pierce frame has the appearance of a full nickel-plated frame. From this point the bicycle frame goes into the sand blast, which consists of a hose carrying a high air-pressure with sand which blows against the frame and gives the tubing a fine satin finish. This treatment of the tube allows the enamel to take hold of the frame and eliminates the possibility of any rust under the enamel.

The frame is then sent to the enameling department, where it receives its first priming coat. This coat is rubbed down and if the frame is to be black it is then dipped into the black enamel. Each coating of enamel is rubbed down thoroughly before the next is applied. The Pierce company is especially proud of the fact that the finest obtainable grade of enamel is used and it states that a sharp knife can be run along the entire length of a tube enameled with Pierce black and that the enamel will curl up like an apple peel or like a piece of rubber, but will not crack.

Enameling and Coloring Departments

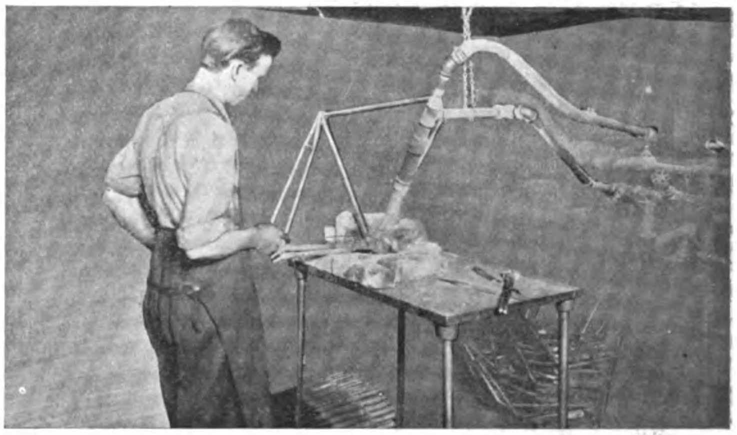
After the priming coat is applied the frames to be colored are carried to the air brush, where the color is blown on and the frame is baked after each operation. The same rubbing process as employed in the black enameling is required for the coloring. All Pierce colored frames have four coats of coloring and one coat of varnish, and the black frames have four coats of enamel.

After following up the production of a bicycle to this point the visitor at the Buffalo plant will next be shown into the nickel-plating department, a branch of the company's factory which is complete in every respect. Many of the parts, such as the handlebars, the guard braces, etc., can be purchased already nickled, at a cost less than that which the company incurs by doing the work itself. The company explains that the Pierce policy has always been to buy such parts in black and do the nickeling itself, even though the cost is greater. All nickel-plated work, as handled by the Pierce company, consists of a heavy deposit of nickel over a thick coat of copper.

Assembling and Shipping

Finally the visitor finds himself in the large assembling department, where everything is hand-fitted. Every crank is completely fitted up with its cone, cranks and lock nuts before going into the bicycle. Every cup and cone in the Pierce machine is turned from solid bar stock, and by careful assembling every bearing is made to work perfectly before leaving the factory.

The crating and shipping of Pierce bicycles is not the least important feature of the work. The company uses a crate twice as heavy as is needed for the safe carrying of the bicycle. Considerable shipping is now being done to foreign countries, and the company reports that shipments to South America, Central America, Hawaii and Japan reach their destination in perfect condition.



The Pierce company manufactures the following models of bicycles: Heavy Service model, the Racer, the Cushion Frame and the Chainless model. The height of the frames ranges from 20 to 24 inches. Pierce bicycles range in price to the consumer from $30 to $85. A card will bring illustrated literature.

THE JEFFERSON PRICE

In reviewing the 1914 models in our last issue we incorrectly gave the price of the Jefferson twin, made by the Waverley Mfg. Co., of Jefferson, Wis., as $260. It should have been $250. The company cut $10 from the price of the twin model some time ago. Attention is also called to the fact that one of the chief improvements on the Jefferson for 1914 is the foot lever brake. This was inadvertently omitted from the list of prominent Jefferson features for the current season.

DEALERS

HALL & GRAVATT

Since moving into larger quarters at 2522 Atlantic avenue, Hall & Gravatt, distributors for the Indian and Pope in Atlantic City, N. J., are conducting a broad advertising campaign. They are using half-page space in the advertising columns of the local Sunday newspapers. The company was formerly located at 2211 Atlantic avenue, and its removal was necessitated by the large increase in sales. It now occupies a corner store.

The agents are now co-operating with the Atlantic City M. C. in a membership campaign, and also in the promoting of a motorcycle parade which is scheduled for May 28 and will be held on the one-mile beach course. Prizes to the amount of $500 will be awarded to the winners in the races which will be held in connection with the parade.

NEW COMPANY IN DALLAS

Dallas, Texas.—Huter & Bishop have been succeeded as Harley-Davidson agents in Dallas by the Harley-Davidson Sales Co. The Huter & Bishop stock, as well as fixtures and the lease on the store at 107 St. Paul street, were purchased by M. C. Cameron, who heads the new company. Associated with him are Walter Cameron and C. B. Bishop. When Austin W. Burges, Harley-Davidson traveler in Texas, sent in the transfer papers they were accompanied by an order for a carload of thirty-two machines.

CAN YOU BEAT THIS?

Guy W. Dixon, Harley-Davidson agent in Racine, Wis., is telling a good story of the unusual circumstances which brought several recruits into the motorcycle ranks in his city. Last fall Carl Radewein, proprietor of a Racine meat market, ran down a 1912 Harley-Davidson machine owned by Arthur Burt. Mr. Radewein settled the case out of court by buying the motorcycle. He had it repaired and has been using it ever since.

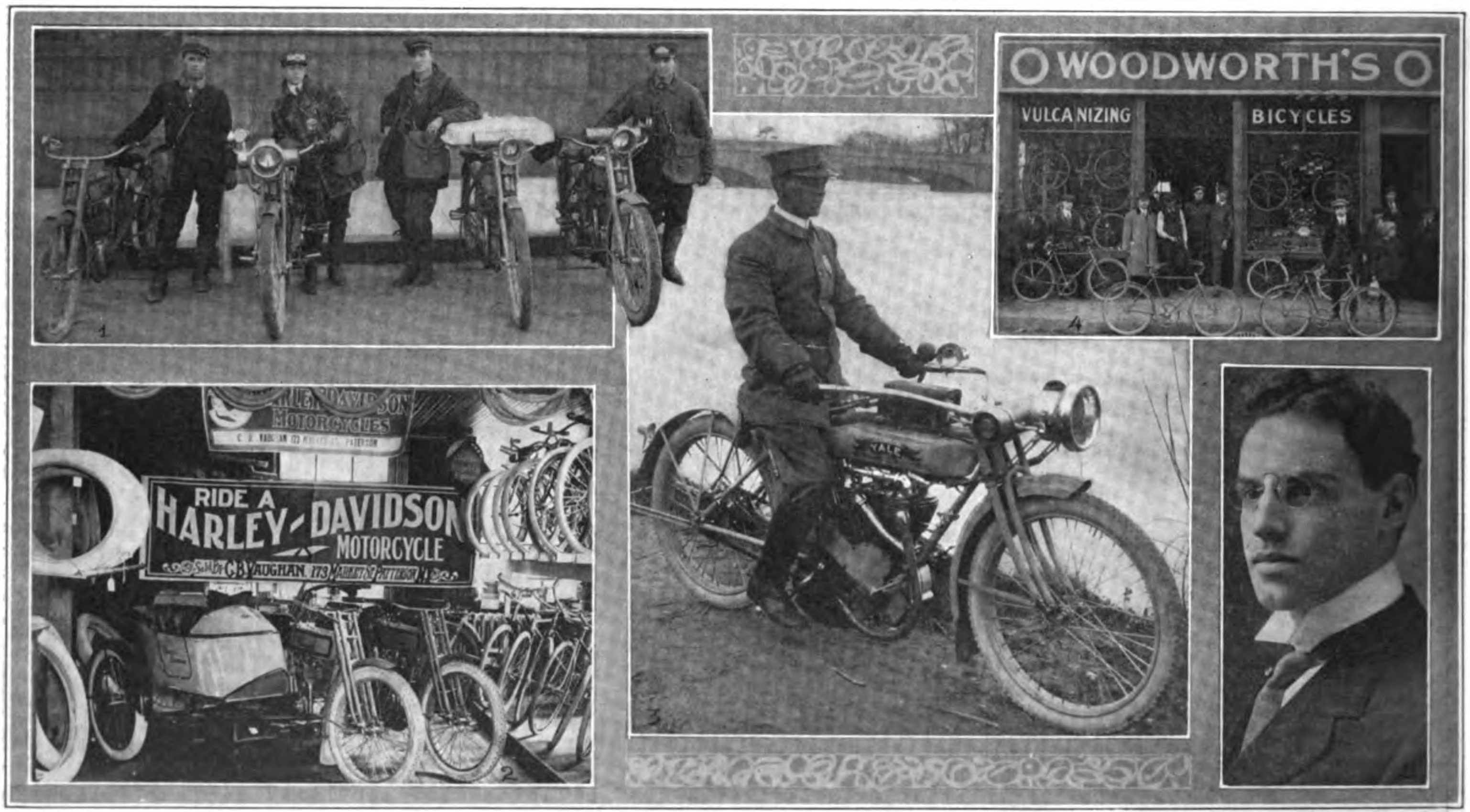
Max Hecht, one of Radewein's employes, became interested in motorcycles as a result of the enthusiasm shown by his boss and purchased a 1914 Harley-Davidson twin. This chap passed along his enthusiasm to another man in the shop who in due time bought a 1911 Harley-Davidson from Edward Still. A short time ago Still purchased a 1914 Harley-Davidson to replace the machine he had sold.

"I don't like to hear of accidents," remarks Dixon, "but we wouldn't mind having a little one now and then if it would always stir up as much live business as the one in question did."

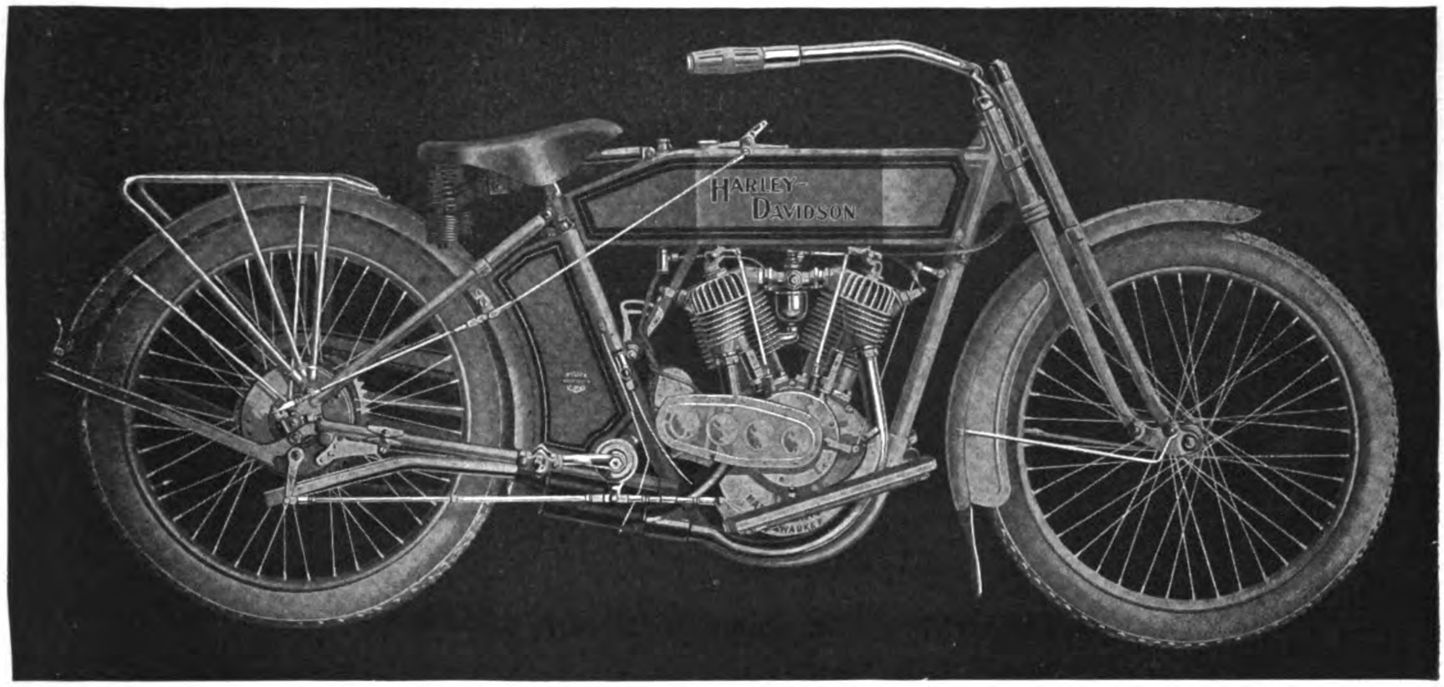
QUINCY POPE DEALER

T. C. Nichols, of the T. C. Nichols Co., Quincy, Ill., has contracted to handle the Pope in this city and vicinity. Carl Futterer, who formerly represented the Pope, will now devote his entire time to the Harley-Davidson.

The Baker Motorcycle Sales Company, of Springfield, Ill., recently opened a first class repair shop and salesrooms. The company has taken the agency for the Pope and Yale.



FOUR of the squad of six special delivery messengers of the Providence (R. I.) post-office department are seen in the first picture of the accompanying layout. Formerly sixteen messengers were required to handle the city's special delivery service, which is now carried on more satisfactorily and economically by the motorcycle squad. Picture No. 2 shows the busy-looking headquarters of C. B. Vaughan, the Harley-Davidson agent in Paterson, N. J. A Yale-mounted government employee at Niagara appears in the central photo, while picture No. 4 shows the store-front of D. C. Woodworth, the hustling Flying Merkel dealer of Lewiston, Me. Mr. Woodworth is seen standing in the doorway, second from the left. Picture No. 5 shows William R. Spear, formerly a traveler for motorcycle firms, and now agent for the Thor in Newark, N. J. Through his extensive traveling Mr. Spear has acquired excellent training for his new line of endeavor.



Harley-Davidson dealers in Canada are getting their share of the motorcycle business.

In Toronto the Harley-Davidson dealer has taken his entire original 1914 contract allotment.

The same is true of the Harley-Davidson dealer in Hamilton.

The Winnipeg dealer has nearly exhausted his second 1914 Harley-Davidson contract, a duplicate of his first one.

Orders for Harley-Davidsons from Vancouver show an increase of 77% over the business of the same period one year ago.

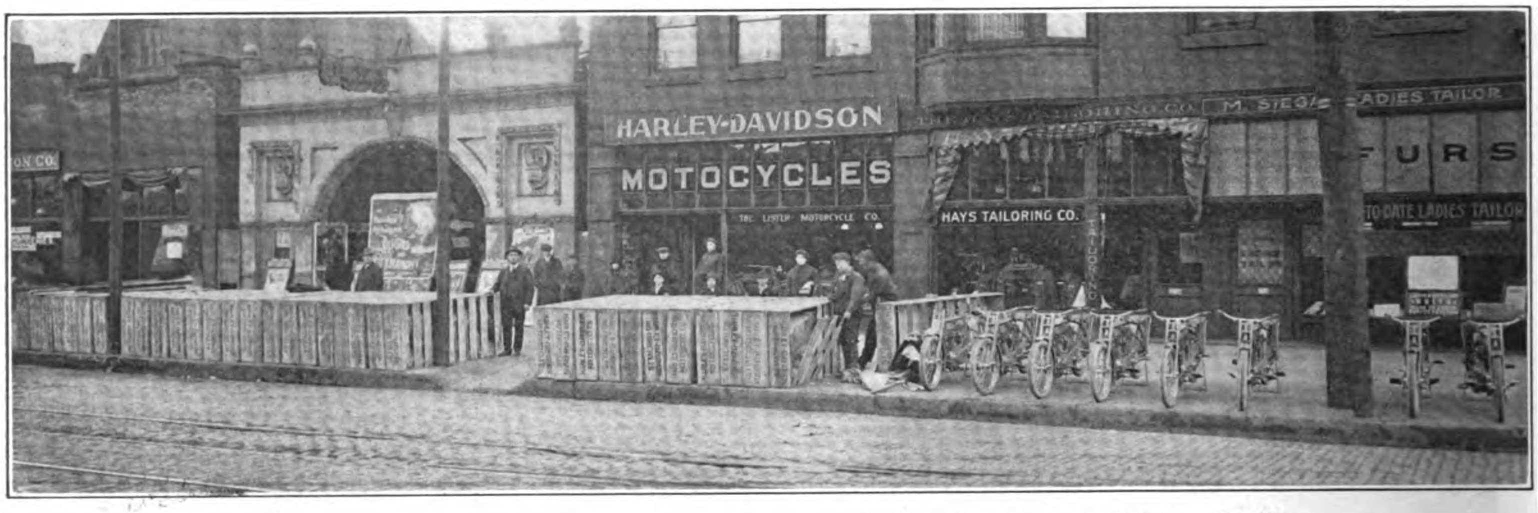
The increase in Harley-Davidson business this year warrants the statement that motorcycle buyers appreciate quality above any other consideration.

Harley-Davidson Motor Company

Producers of High-Grade Motorcycles for More Than Twelve Years

718 C Street **Milwaukee, Wisconsin**

When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.



Scene at the Lister Establishment in Cleveland Upon the Arrival of a Carload of Harley-Davidsons

PLENTY OF ACTIVITY IN THE SIXTH CITY

CLEVELAND, May 24.—Lister Bros. are beginning work on a new building for the Harley-Davidson agency in this city. They have lately acquired a property with a frontage of 50 feet and a depth of 250 feet, at 1826 East Fifty-fifth street, and on it they will erect a storeroom 38 by 50 feet and a separate repair room. The salesroom will be two stories in height and will be constructed of brick. Between $15,000 and $18,000 will be expended on the work.

The history of the Lister company shows a consistent growth from a small bicycle business to its present standing as one of the largest motorcycle businesses in the Sixth City. The firm's success in holding its riders is due in no small part to the sociability runs which are a part of the company's yearly program. On June 14, for example, nearly 200 riders are expected to enter a mammoth run to Geauga Lake.

George D. Knapp, formerly with the I. H. Silsby Co. here, has joined Herman Huntsbery at South Boston, Va. They propose to operate a portable motordrome. E. J. MacBeth, lately with the Merkel factory, has hit the trail for Toronto, where he will probably join forces with "Brownie" Carslake.

"Runs" is the big word in the vocabulary of Cleveland riders at present. The Harley-Davidson run to Geauga Lake will be staged on June 14; next Sunday the Algonquin Pleasure Club of this city and the Merkel riders of Akron will ride to Conneaut, Ohio. Cleveland Indians today are staging a hill-climb near Willoughby.

BUFFALONIANS REPORT BIG SALES

Late bulletins from Buffalo indicate that the motorcycle business is increasing in proportion to the improvement in the weather. The Haverford Cycle Company's branch is selling Excelsiors as fast as it can get them from the factory. The branch sold a carload of machines in two weeks. Herman L. Peters, distributor for the Harley-Davidson in Buffalo, has sold 150 machines since January 1. Of that number only eleven were sold on the instalment plan.

Neal, Clark & Neal, agents for the Indian, report that sales are twenty-five per cent. better than last year. Already this year they have disposed of 500 machines, including a number of second-hand mounts. The Indian agents also do a large accessory business and in order to adequately handle this line the company has had constructed a special cabinet with 1,500 compartments. This method of filing the parts and accessories enables the company to stock a complete line and to locate any part at a minute's notice.

ENCOUNTERED A BULL

Alfred H. Cross, 324 Jay street, LaCrosse, Wis., has added the Henderson and Pope to his motorcycle business. He now represents three machines, having handled the Indian for several years. On a recent trip to Winona Cross had an unusually thrilling experience with a bull. The bull disputed Cross' right of way, which resulted in his leaving his machine in the road and climbing the nearest tree to escape the attacks of the enraged animal.

PIONEER DEALER IN HOSPITAL

George Jenkins, one of the oldest and best known motorcycle agents in New York City, has been in a hospital for some time past suffering from intestinal trouble. It is expected that he will soon be able to resume his duties, when he will handle an automobile line, and gradually withdraw from the motorcycle field. His large stock of motorcycle supplies is now being cleaned out as rapidly as possible. Mr. Jenkins has been unwell since 1912, and has been able to attend to business only at intervals.

BUSY KANSAS CITY AGENCY

One of the most successful motorcycle establishments in Kansas City, Mo., is that operated by Fred P. Ames, and shown in the accompanying photograph. Ames handles Emblem motorcycles and a full line of supplies and accessories. He reports that the demand for 1914 Emblems is exceeding all expectations, and that the machines have established a remarkable reputation for sturdiness and general efficiency under the severe tests to which they have been subjected in his territory. The Ames headquarters is at 2110 East 15th street.

FOR RENT
EMBLEM MOTORCYCLES

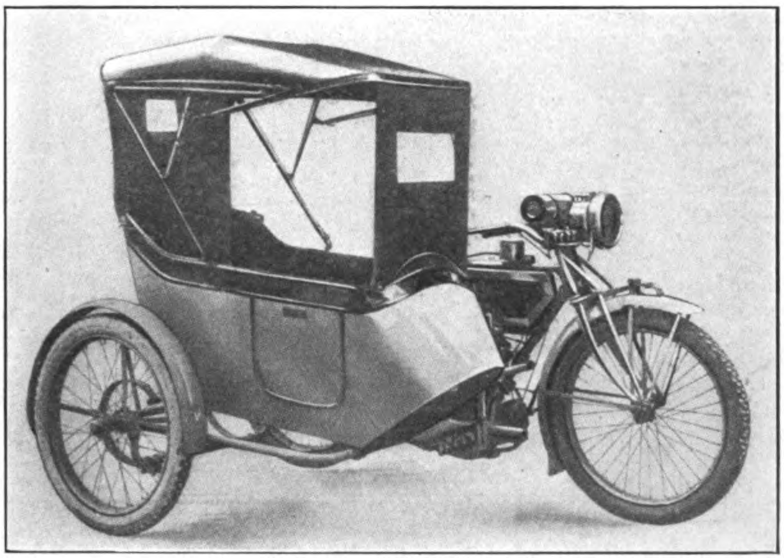
The Progressive Emblem Agency in Kansas City, Mo. Item Above.

An
automobile top
on a Side Car
attracts more attention
than the car itself.
We know - We retail them.

Some Side Car Sensation!!

THE DUNHAM SIDE CAR

Complete with Automobile Top, Side Curtains and Windshield NOW $85.00

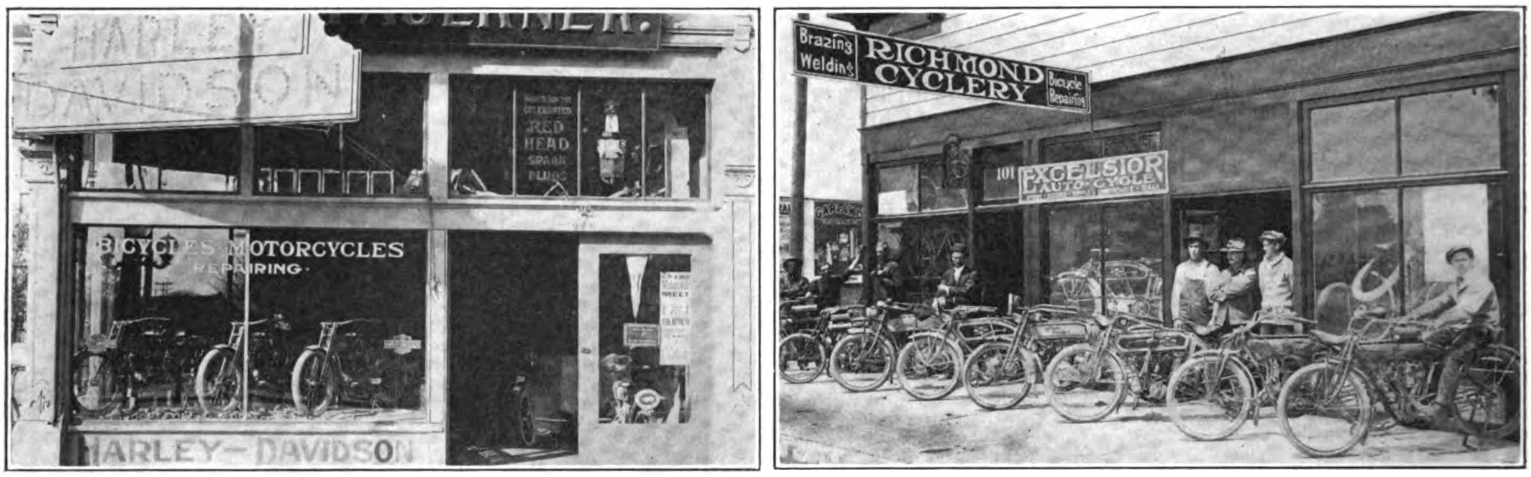


Write for Special Dealers Demonstrating Offer

THE HARRY SVENSGAARD SALES CORPORATION

U. S. DISTRIBUTORS

471-473 Woodward Avenue Detroit, Michigan



Two Busy California Motorcycle Agencies, in Oakland and Richmond. Items Below

AN OAKLAND DEALER

From Oakland, Cal., comes the accompanying photograph of the motorcycle headquarters of George A. Faulker, agent for the Harley-Davidson in that city, with headquarters at 232 Twelfth street. Mr. Faulker handles the complete Harley-Davidson line, including the motorcycles, sidecar and truck. He also carries a large stock of accessories and parts. Frank Karslake is a member of Faulker's sales staff, and being one of the most popular endurance riders on the Pacific Coast, he brings a great deal of trade to the Faulker establishment.

FIRE AT CEDAR RAPIDS

Robert Smulekoff, the hustling Excelsior agent at Cedar Rapids, Iowa, suffered a loss by fire a week ago. Mr. Smulekoff was in Chicago at the time, and received word over the long distance 'phone that his garage, containing a number of machines, including two racers which were being specially fitted out for Decoration Day races, was practically destroyed. The fire was caused by testing one of the racing machines which caught fire about the gasoline tank. A cement floor and steel ceiling is all that prevented a total loss.

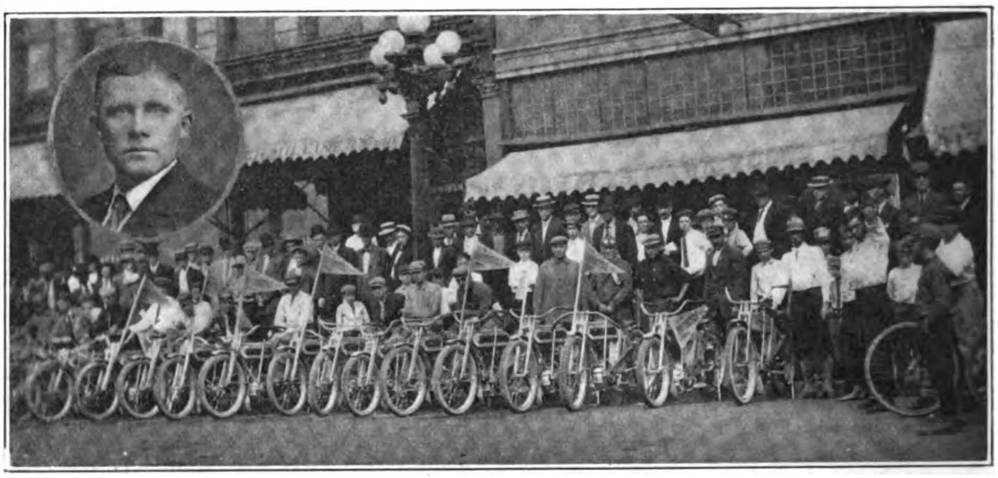
CLINTON CYCLE COMPANY

The Clinton Cycle Company, of Clinton, Iowa, under the management of W. E. Tripp, recently moved into new and larger quarters. The company is distributor for the Excelsior in Clinton county and has in its territory several sub-agencies. Mr. Tripp spends much of his time in visiting the agencies, while Mrs. Tripp, who is an ardent motorcyclist, manages the business at the headquarters.

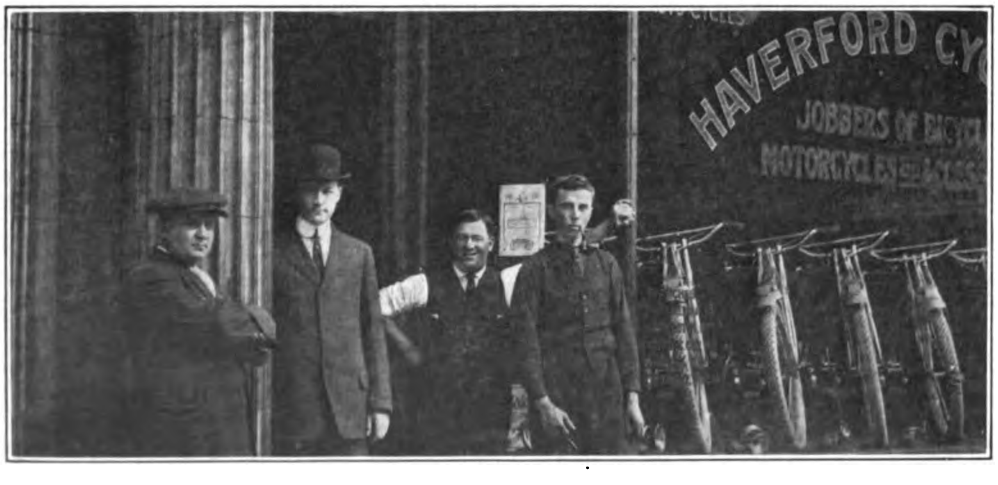
C. C. Howland and W. H. Reiker, proprietors of the Peoria Cycle & Supply Company, of Peoria, Ill., have contracted to handle the Dayton motorcycle in the territory surrounding Peoria.

THE RICHMOND CYCLERY

Above is shown a picture of the storefront of the Richmond (Cal.) Cyclery, 101 MacDonald street, of which G. Poenisch is the proprietor. The company represents the Excelsior, Reading-Standard and Harley-Davidson. A feature of the establishment is a large repair department equipped with the latest machinery. Mr. Poenisch, who employs three men all the year round, is now working on plans for the formation of a club.



The "Bix X" Motorcycle Agency of Voss Bros. in Peoria, Ill.



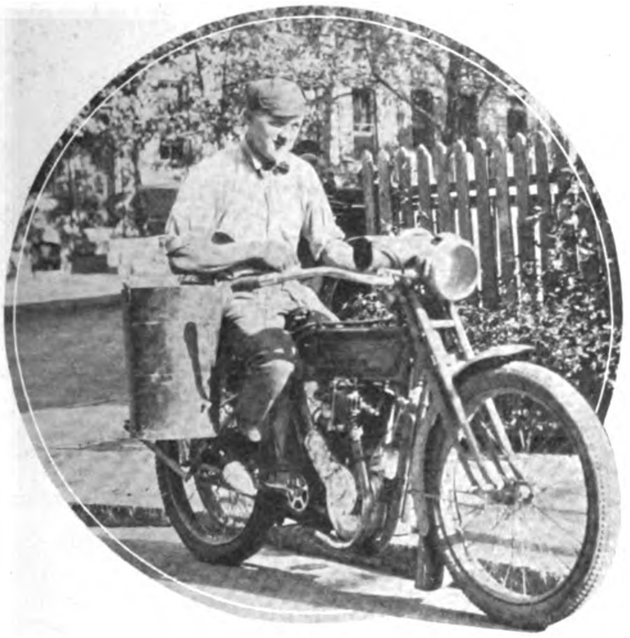
At the Buffalo Branch of the Haverford Cycle Company. The Branch Sales Force With Manager Adolph Kellner, Second from the Right, Is Shown.

A SUCCESSFUL PEORIA DEALER

Excelsior enthusiasts of Peoria, Ill., are seen in the accompanying photograph lined up in front of the headquarters of Voss Brothers, the Excelsior and Indian agents. William C. Voss, one of the oldest and most popular dealers in Peoria, is shown in the upper left hand corner of the picture. He entered the bicycle business as a manufacturer, in 1888, when he worked in connection with George N. Pierce in Buffalo, N. Y. He built the first bicycle frame that was turned out by the Pierce factory. The following year he formed a partnership with his brother, Fred W. Voss. They opened a bicycle plant in Buffalo, and during the first year they manufactured 1,100 bicycles.

In 1907 William C. Voss moved to 419 South Adams street, his present location, and took the Excelsior agency for Peoria county. The company recently opened a new store at 108 Franklin street.

None Give Service Like Empire Tires



Empires Delivering Ice Cream

Harrisburg, Pa.
Oct. 27, 1913.

Empire Tire Co.,
Chicago, Ill.

Gentlemen:

I received your letter asking me if my machine is equipped with EMPIRE TIRES. It is, and I wish to say I have used many other makes of tires, but none of them have given me the service that your EMPIRES have. I am riding a set of EMPIRES now, that I got when I bought my machine in March, and I have covered over 5,000 miles and they are still good for a couple of thousand more. You can use my photo as much as you wish.

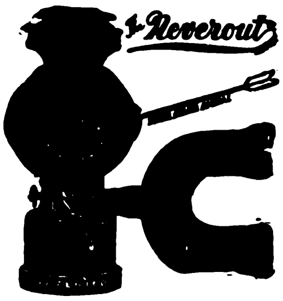
Yours very truly,

CLAYTON WOLF.

Insist on Empire Tires—All Makers Furnish Them—All Dealers Sell 'Em.

EMPIRE RUBBER & TIRE CO., Factories, Trenton, N. J.

Burns 10 hours on one filling



with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made Only by **ROSE MANUFACTURING COMPANY**

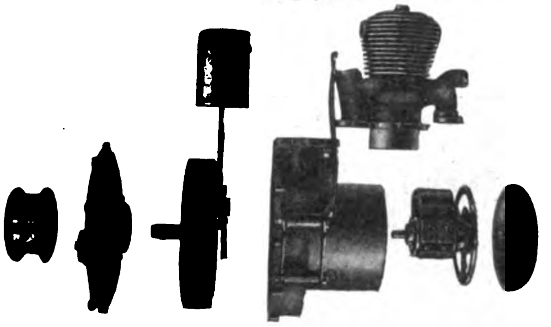
933 ARCH STREET, PHILADELPHIA, U. S. A.

Schickel

3 Against 33

Only three moving parts in the entire Schickel Motor! The piston, connecting rod and fly-wheel. Compare this with the thirty-three or more moving parts on the ordinary four cycle motor. Consider the silence, the smoothness, the lack of wear in a motor so ideally constructed. Then remember that the Schickel is absolutely without valves, gears, cams or other trouble-creating and wear-producing parts.

TWO STROKE



VALVELESS

Other Powerful Schickel Features

The Schickel Cylinder, with inlet and exhaust passages, is cast in one piece.

Being two-cycle, the Schickel gives twice as many explosions as a four-cycle motor—hence, the power impulses are more sustained and continuous.

Having but three moving parts, all running in oil, the Schickel is remarkably silent. The aluminum tank affords greater silence by deadening the sounds due to vibration.

Durability of the Schickel is absolutely assured by its simplicity of design, its three-moving-part motor, and the tank cast integral with the frame members.

Write for the Schickel letter and the Schickel dealers' proposition.

The Schickel Motor Company, 59 Garden Street, Stamford, Conn

WORCESTER M. C. READY FOR BIG ANNUAL RUN

WORCESTER, MASS.—The third annual 24-hour endurance run of the Worcester M. C. will be held July 3-4 over the Worcester-New York-Albany triangle route under F. A. M. rules. The riders will leave Worcester at 7 p. m., July 4, and the remainder of the schedule is as follows: Springfield, 10 p. m.; New York, 6:30 a. m. on July 4; Poughkeepsie, 9:40 a. m.; Albany, 12:45 p. m.; Springfield, 4:30 p. m.; Worcester, 7 p. m.

The schedule calls for an average of 16 miles an hour at night and 23 miles an hour during the day. In case of rain at the start the contest will be postponed to July 18-19. Entries close June 30. The regular fee is $2 and post entries are double this sum. For a team of four the entry fee is $6 additional. Medals will be awarded to the perfect scorers and a loving cup will go to each member of the team making the best score. Fourteen merchandise prizes will also be awarded. Entry blanks may be obtained from C. H. Adams, 24 Austin street, Worcester.

LASHLEE RESIGNS AS REFEREE

Chairman John L. Donovan, of the F. A. M. Competition Committee, announces that Dr. Claude H. Lashlee, of Redlands, Cal., has resigned as F. A. M. referee for the State of California owing to the pressure of personal business. Dr. Lashlee has recommended Charles P. Clark, of Bakersfield, to fill the vacancy. Dr. Lashlee has been acting as state referee for several years, having been appointed by former Chairman Thornley, of the F. A. M. Competition Committee, and retained by Chairman Donovan. It is likely that Mr. Clark will be appointed without delay as he has long been recognized as one of the most consistent workers in motorcycle circles on the Pacific coast.

A SERVICEABLE OUTFIT

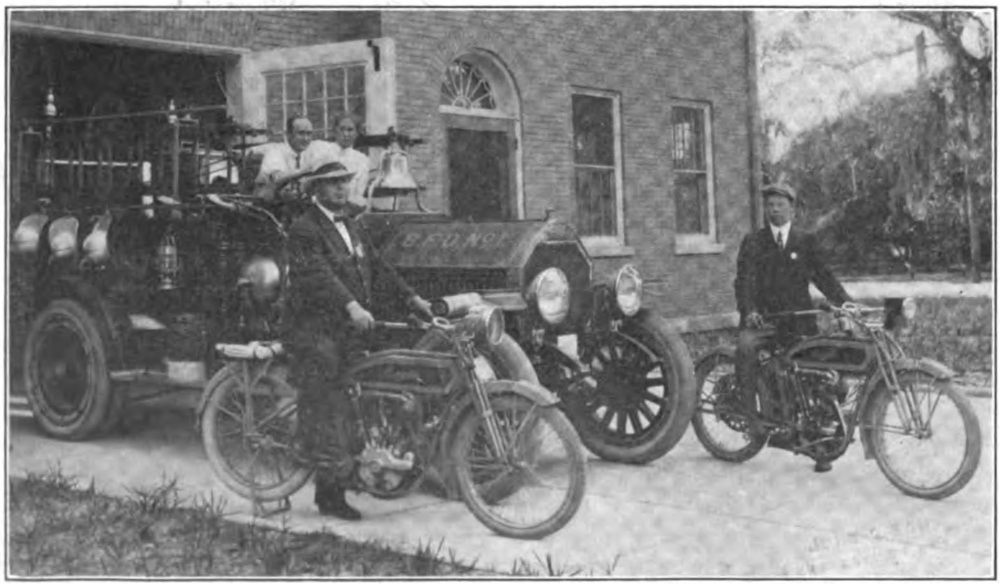
Bradentown, Fla., holds an excellent opinion of the motorcycle equipment used in connection with its fire and police departments, and the accompanying photo shows two of the outfits in service. The picture is forwarded by A. B. Hullinger, agent for the Eagle in Bradentown, who is now making arrangements to extend his sales territory.

A Merry Party of Quincy (Ill.) M. C. Members on an Outing in the Country.

BOARD TRACK MANAGERS BACK IN F. A. M. RANKS

AFTER conferring with the management of the Brighton Beach motordrome in New York City a few days ago, Chairman John L. Donovan, of the F. A. M. Competition Committee, dropped in at the office of MOTORCYCLE ILLUSTRATED to announce that all the board tracks in the country are once more under the jurisdiction of the F. A. M. The Brighton bowl was the last to be visited by Chairman Donovan, and he reports that little difficulty was experienced in bringing the owners into line.

Chairman Donovan is inclined to give the motordrome managers credit for the manner in which they have taken up his proposals, and he believes that if the F. A. M. handles its end of the board track racing game along business lines no further trouble will be encountered. There are about twenty motordromes either in operation or about to open at the present time, and at latest reports the F. A. M. banner waved over every one of them. It was not found necessary to reduce the sanction fees.



Motorcycles Used by Bradentown (Fla.) Fire Department. Item Above.

A QUINCY OUTING

A number of members of the Quincy (Ill.) M. C., who participated in a recent outing of the Quincy M. C., are shown in the accompanying picture. The run was featured by the attendance, in large numbers, of the lady folks, as will be noted in the photo.

ANOTHER TRIBUTE

Owing to lack of space in our last issue, the resolutions referring to the death of David B. Smith, which were adopted by the Motorcycle Manufacturers' Association at its meeting in Buffalo, May 13, were not included in the brief account of the session, and they are given below:

"WHEREAS, in the inscrutable wisdom of a Divine Providence, David B. Smith has been called in from Life's Road by the Head of the House for his final reward, and

"WHEREAS, his career in the cycle trade has been that of a man who travelled always in the high places and whose daily walk and conversation were at all times and in all places conducted as became a man high-souled and high-minded, and

"WHEREAS, his departure from the circles of business and fraternal ties has left in the hearts of all who knew him the void of irreparable loss;

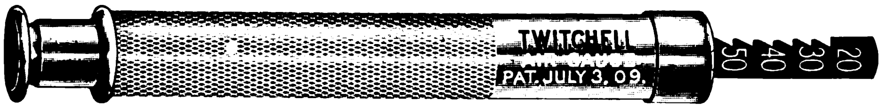
"THEREFORE, we, the members of the Motorcycle Manufacturers' Association, Inc., assembled in formal session for the first time since our beloved brother, David B. Smith, passed from our midst, do hereby decree that it be unanimously

"RESOLVED, that it is the individual and collective sense of this association that in the decease of said David B. Smith, each and every member has lost a dearly beloved friend and brother; that the Motorcycle Manufacturers' Association, Inc., has lost a wise counsellor, and that the world has lost all but the fragrant memory of a rarely gifted and honorable man; and be it further

"RESOLVED, that these resolutions be spread upon the minutes of this meeting, and that a copy be conveyed by the secretary to the bereaved family of the deceased, and that a copy also be sent to each of the cycle trade journals."

The New Positive Lock Stop

TWITCHELL AIR GAUGE


TWITCHELL
PAT. JULY 3, 09.
50
40
30
20

is not only tire insurance, but in the case of motorcyclists, it comes pretty near being accident insurance as well.

When you are riding on two wheels, a blowout is very much more dangerous than when you are riding on four.

A tire tested as to its inflation by a Twitchell gauge will not blow out.

If it is economy to keep your tires inflated to the requisite pressure in an automobile, where the weight and jolts are distributed among four tires, how much more so in a motorcycle, where the entire burden and jar fall on two wheels only.

The use of a Twitchell will not only keep down your tire expense, but will give you besides the peace of mind which comes from a sense of safety.

PRICE ONE DOLLAR

For Sale by Jobbers, Dealers, Garages or

THE TWITCHELL GAUGE CO., 1213 Michigan Ave., Chicago

M

Be Careful—Play Safe!

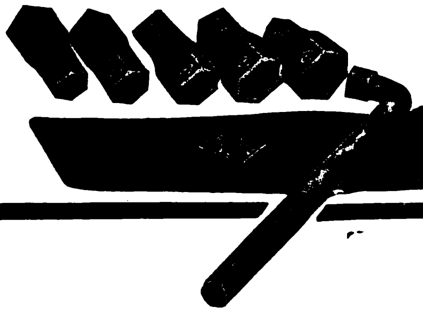
If a nut or bolt is loose in some remote part of your machine, and you shrug your shoulders and ride away without tightening it—you take chances on a spill that may mean a serious injury. Play safe—carry in your tool-bag the only practical life insurance—the

MOSSBERG
SOCKET WRENCH SET

Its five hardened steel sockets with handle can reach the most inaccessible parts of your machine and make adjustments easily and effectively. At your dealer's or direct, $1.20.

Write for our catalog No. 166

FRANK MOSSBERG CO., Attleboro, Mass.



WEED ANTI-SKID CHAINS
insure safety to
Motorcyclists
Prevent skidding and Slipping
Maximum Traction
Easy Steering and Perfect Safety
Mud, sand, slippery pavements, ice and snow will not spoil your sport if you always carry
Weed Anti-Skid Motorcycle Chains
NECESSARY FOR THE MOTORCYCLE - AS THEY ARE NECESSARY FOR THE AUTOMOBILE

Weed Anti-Skid Motor Cycle Chains

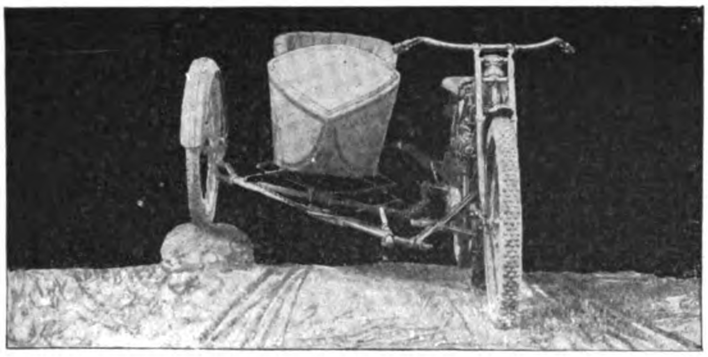
Just as perfect in principle, construction and workmanship as WEED CHAINS for automobiles. Make motorcycling absolutely safe—sixty miles an hour with perfect safety.

The continuous "creeping" prevents injury to the tires and keeps them clean, thus minimizing the chances of punctures. Extreme lasting qualities.

Easily carried as the small bundles they make in their canvas bags take so little room that they could be carried in your pocket, when not in use, without inconvenience.

Order them from your dealer or write for particulars.

WEED CHAIN TIRE GRIP COMPANY
28 Moore Street New York



Before buying a Side Car investigate

THE FLXIBLE

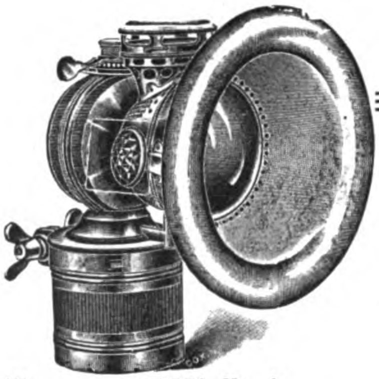
Homestead, Pa.
April 28, 1914.

The Flxible has made a hit, and no mistake, it is even better than we ever expected. I have ridden in the most luxurious automobiles made and have never yet found anything to equal the Flxible car for easy riding.

(Signed) F. DEAN,
Harley-Davidson Sales Co.

Sold only through motorcycle dealers.
Ask about our
New $88 Model

THE FLXIBLE SIDE CAR COMPANY
MANSFIELD, OHIO



MODEL No. 6

Bicycle and Motorcycle Gas Lamp No. 6

Our Improved Model No. 6 has an extension reflector six inches in diameter and gives about 125 candlepower light. Is specially reinforced for extra hard service. Patented fastening on carbide cup attachment—no screw threads to corrode and tighten; when attached is absolutely gas-tight.

Bicycle Oil Lamp

Our Model No. 1 bicycle oil lamp is always dependable for furnishing a clear, cleanly burning, and strong light. Made of brass. Nickel plated. Height, 5½ inches. Weight, 13 ounces. Special bayonet catch for oil well. Burns about 12 hours on one filling.

20th Century Mfg. Co.

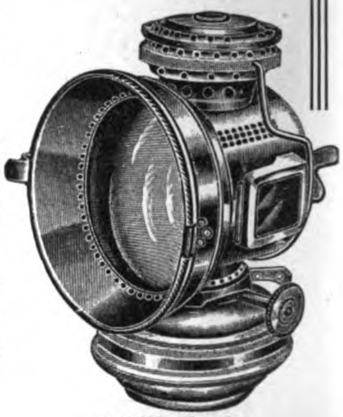
420-22 Ogden St. Newark, N. J.

20th Century Lamps

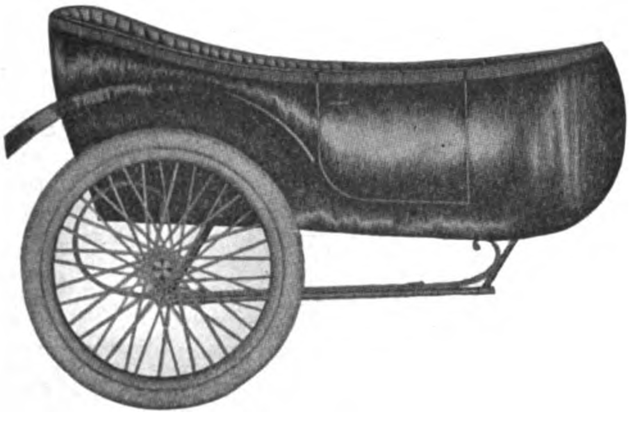
show how good lamps can be made.

They are known always as "THE OLD RELIABLE."

A postal brings our catalog. Get it.



MODEL No. 1
Bicycle Oil Lamp



A Thunderbolt in the Sidecar Field

Here is the latest achievement in sidecar construction—the masterpiece of the

Baxter

line of pleasure vehicles. Its appearance and the Baxter reputation is all the praise it needs. The price is

$65!

Dealers—Write for full particulars. Immediate delivery.

BAXTER SIDECAR COMPANY
90 FREEPORT STREET DORCHESTER, MASS.

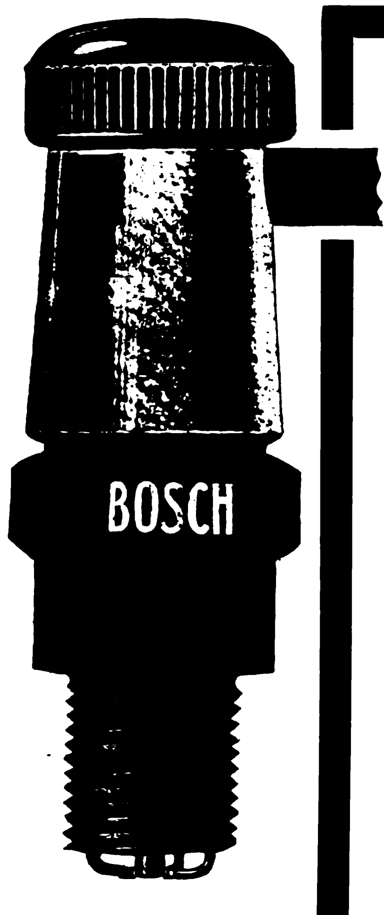
If you want to Buy or Sell

Try

The MART

Classified Advertisements

Three Cents a Word



Insure Against Short-Circuits

The necessity of having the spark plugs made shock proof and proof against moisture, rain and flying mud or water is apparent—a drop or two of water at such a vital spot can lead to serious consequences—a sudden shock when your limb touches the live terminal of the plug may cause you to swerve dangerously. Bosch Plug Hoods insure against all this; they make the spark plugs absolutely waterproof and shock proof—they prevent short-circuits, they add an important factor of safety and comfort to motorcycling.

It is always inadvisable to take a chance—remember "Safety First" and order for your engine now.

The complete plug, as illustrated, $1.45 each. The hood alone, 45 cents each, from your dealer or direct if your dealer hasn't stocked yet.

A completely illustrated pamphlet on request

BOSCH MAGNETO COMPANY, 206 W. 46th St. New York

199 *Service Stations that really Serve*

Quick Detachable Model for Indian.

THE

"E. & C."

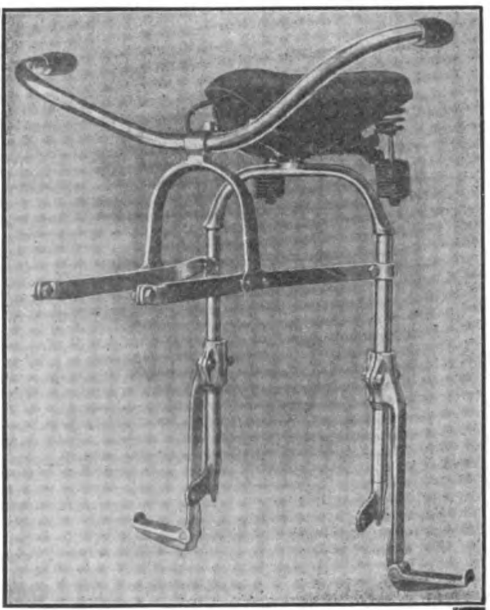
Spring Tandem Attachment

FOR MOTORCYCLES

"Makes Every Road a Boulevard"

And every trial makes a friend.

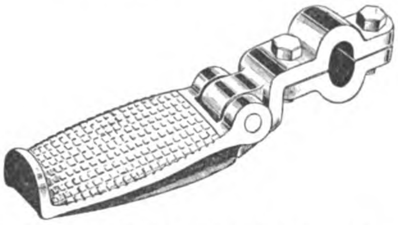
It is strong without being cumbersome.
It is light without being frail.
It is well sprung without being complicated.
It is, in short, a marvellous combination of Simplicity, Strength, Comfort and Elegance.
It is especially designed for lady riders.



Regular Model.

Special Characteristics

Low and comfortable saddle position.
Equipped with real shock absorbing compression and recoil springs.
Built of semi-steel fittings and heavy-gauge tubing strongly reinforced.
Has no side-sway.
Sold under absolute guarantee.



Model A for Indian, Harley-Davidson two-speed and Pope.

E. & C. Folding Footrests

Strong, Durable, Comfortable

Made of semi-steel metal finished in highly polished nickel—practically unbreakable. Security is assured by big, generous clamp on Model A and double clamp on Model B. Model B is for Excelsior, Yale and all other rigid frame machines. Deep grooves on pedals prevent feet from slipping.

E. & C. MFG. CO. 1716 Ludlow St. Philadelphia, Pa.

Catalog On Request

Prices
Model A (for Indian, Harley-Davidson two-speed and Pope machines), complete per pair..........$1.60
Model B (for Excelsior, Yale, Thor and all other rigid frame machines), complete per pair........ 1.75
Parcel post charges on all single orders.

MOTORCYCLE MART
The Link Between Buyer and Seller

FOR SALE OR EXCHANGE

FOR SALE—1913, Excelsior, 7 h. p. twin, $125 to quick buyer; 1215 Haddon avenue, Camden, N. J.

FOR SALE.—1912 Indian 7 h. p. twin, like new, $135; 1913 Excelsior 7 h. p. twin, good shape, $135; 1912 M & M 4 h. p. single, looks like new, $65; 1912 Indian 4 h. p. single, looks like new, $100, and many others. Ward Brothers, 212 Broadway, Camden, N. J.

1913 7 h. p. two-speed Indian; run less than 1,000 miles; original tires, $16 tandem and Long horn; a bargain at $225. J. B. Flory, Lancaster, Pa.

LIGHTING GENERATOR for motorcycle; will light 5 lights; new, never used; a bargain at $5. T. A. Eberhardt, 938 30th street, Milwaukee, Wis.

SPECIAL FAST INDIAN. 1913 T. T., two-speed, stock machine, but tuned up for races. Will do 65 m. p. h.; sacrifice with full equipment for only $150. H. C. Wing, Greenfield, Mass.

FOR SALE.—7 h. p. Indian, like new; bargain. Also 4 h. p. Harley-Davidson at reasonable price. Offers considered. No postals answered. C. G. Schryver, Omar, N. Y.

BRAND NEW EXCELSIOR.—1914 twin 7-10 H. P. Positively never uncrated. Cost $225. My health has failed, and I will sell for $195. Terms C. O. D. Write. J. R. W., Box 151, Dearing, Ga.

REBUILT MOTORCYCLES.—If you want a real bargain in used motorcycles of any make, write at once for our weekly lists. All machines sold from photographs. Prices from $50 to $175. Detroit Motorcycle Sales Company, 9 Selden avenue, Detroit, Mich.

FOR SALE.—1912 Yale twin 7 h. p. with tandem seat, cost $292 new. First $135 takes it. Reason for selling, have auto. D. E. Brugger, South Bend, Ind.

1913 TWIN CYLINDER 7 H. P. Indian Motorcycles, $140.00. Motors overhauled. Tires good for 3,000 miles. Walter Goerke, 321 Washington street, Newark, N. J.

FOUR CYLINDER eight horse motor, light and never used. Bargain! Quick! Correspond with Adams, 4426 Larchwood avenue, Philadelphia, Pa.

FOR SALE.—1911 Reading Standard. Just overhauled. New rear tire. Condition splendid in every respect. A real bargain for someone. Owner buying twin. First check for $95 takes it. Edwin A. Hall, Box 152, Dansville, N. Y.

REAL BARGAIN.—Late 1913 Excelsior single. Used only 2 months, on Sundays; run 250 miles. Positively guaranteed just like new. Well worth $175. Must sell on account of my health. Great bargain at $110 C. O. D. Write P. B., Box 151, Dearing, Ga.

"BARGAIN."—1914 8-9 h. p. chain Harley-Davidson twin cylinder two-speed motorcycle in perfect condition; used 250 miles; with the following attachments: Corbin Brown speedometer, lamp and horn. Write W. T. Hammond, P. O. Box 194, Waynesboro, Pa.

SPEEDY 1913 twin Indian; price $135; tires and transmission new. Ship C. O. D. J. M. Bailey, Harlem, Ga.

Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

AUTOCRAT $125 aluminum body sidecar, good as new. Fits 1913-1914 Indian. Used for demonstrating motorcycle. $65. $10 deposit with order. Motorcycle Equipment Co., Hammondsport, N. Y.

HARLEY-DAVIDSON 1914 twin with Presto tank, lamp and electric horn. In brand new condition. Run less than 500 miles. Cost $272; will sell for $210. T. P. Ballou, Y. M. C. A., Jackson, Tenn.

REAL BARGAINS.—Merkels, six 1912, 6 h. p.; one 1911, 7 h. p.; one 1913, 4 h. p.; $100 each; one 4 h. p. 1911, $75; one 4 h. p. 1912, $85; New Eras: Two 1911, 4 h. p., $95 each. Wagners: two 1911, 4 h. p., $50 each. All recently overhauled. W. D. Andrews, Buffalo, N. Y.

MISCELLANEOUS

FOR SALE.—A complete motorcycle and bicycle store with leading make of machine located in large town in Michigan. Stock on hand inventories $7,000. Great opportunity for a live wire who wants to get in the motorcycle business. Address X. Y. Z., MOTORCYCLE ILLUSTRATED.

WISE BUYER.—Just arrived, a brand new lot of motorcycle second cases, 28 x 2¾ and 28 x 3 sizes. Single clinch for CC rims. Write for special prices. J. W. Grady & Co., 68 High street, Worcester, Mass.

HOLLAND

A first class bicycle and motorhandler seeks sole agency of American motorcycles for Holland and Colonies. Tariffs and offers to P. J. van Osselen, Oude Delft 226, Delft, Holland.

WANTED.—A used sidecar or delivery van. Frame and wheel without body will do. State make and price and size of tire. John Nelson, Box 64, Bay Head, N. J.

WANTED.—Position, West or Middle West, motorcycle repairman and electrician. At present employed. P. D. F., MOTORCYCLE ILLUSTRATED.

FOR SALE.—Call and inspect this old-established motorcycle and bicycle business. It has been the means of leading us to bigger things and offers the same opportunity to you. It is situated in a large city in Northern New Jersey and has two live agencies. For a thorough investigation before purchasing, write Box N. E. H., M. I.

GET our plan for monogramming automobiles and motorcycles by special transfer method. Motorists' Accessories Co., Ashland, O.

DEALER'S CARDS, Etc.

AN ADVANCE SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

M. WORKSMAN, 14 and 16 Vesey street, New York. Agent for the Excelsior motorcycle. We carry a large line of Excelsior and Indian parts; also a full line of accessories at bargain prices; a large supply of second-hand motorcycles always on hand, $35 up. Special sale on Pope bicycle with coaster brake and Goodyear Pathfinder tires, $19.50, worth $40. "Call and be convinced."

GUS ROTHOLZ, agent for Indian and Excelsior, 1491 Fifth avenue, between 119th and 120th streets, New York. Telephone, Harlem 2387.

SEND FOR THE LATEST CATALOGUE of up-to-the-minute motorcycle accessories. It is a guide to the best in motorcycle supplies, and will save you money. Your copy is waiting for you. Andrews Specialty Co., Rochester, N. Y.

DRISCOLL & JEANROY, Dayton distributers. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES
STANDARD PARTS—ACCESSORIES
SPECIAL YALE EQUIPMENT
Mail orders filled day received
Louis Goldsmith
92-98 St. Nicholas Ave., New York, N. Y.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge). Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

WE ARE AGENTS for Pope motorcycles and Simplex sidecars. Riverside Motorcycle Garage, 533 W. 110th street, near Broadway, New York.

T. J. SIXSMITH, expert repairing; New York agent for Excelsior motorcycles, 203 W. 100th street, New York. Telephone, 8861 Riverside.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 812 Amsterdam avenue, New York City, Eastern distributor.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO. —Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City. Tel. 7903 Schuyler.

Price,
$1.25 Postpaid

RAJAH

MOTORCYCLE PLUG

Highest grade imported Motorcycle Porcelain.

Simplest possible construction for cleaning and repairing. Only four parts: shell, bushing, porcelain and gasket.

Three sizes—Metric, ½" and ⅞-18.

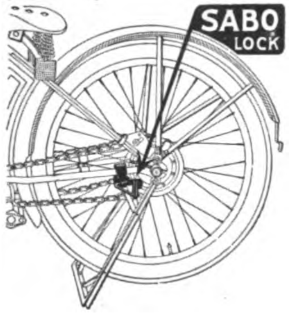
Thumb Nut Terminal with each Plug for convenient attachment to wires which have not Rajah or Indian Terminals.

Send postal for catalog and interesting testimonials. Price, $1.25 Postpaid.

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

YOU NEED THE SABO MOTORCYCLE LOCK

If you are a JOBBER—it means money.
If you are a DEALER—it means sales.
If you are a RIDER—it means safety.



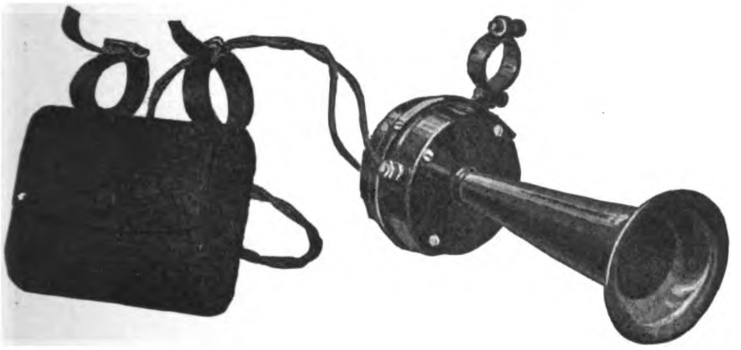
The Sabo Lock cannot be picked. Does not mar the enamel. Securely locks stand to the frame. Machine cannot be absentmindedly or accidentally pushed from stand or be wheeled or ridden away. No possibility of tearing out spokes. Fully guaranteed.

Locks made for Indian, Harley-Davidson, Excelsior, Thor, Henderson, Merkel, Dayton and DeLuxe.

Particulars of this—the most profitable lock proposition on the market, both to seller and to buyer—will be sent on request to any jobber or dealer.

Lock for any machine will be sent parcel post for $1.00.

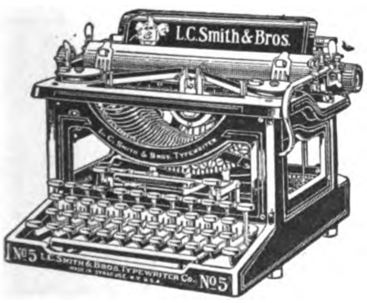
SABO MANUFACTURING CO., 3110 W. 25th St., Cleveland, O.



Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.

Ever Hear of Typewriter Insurance?



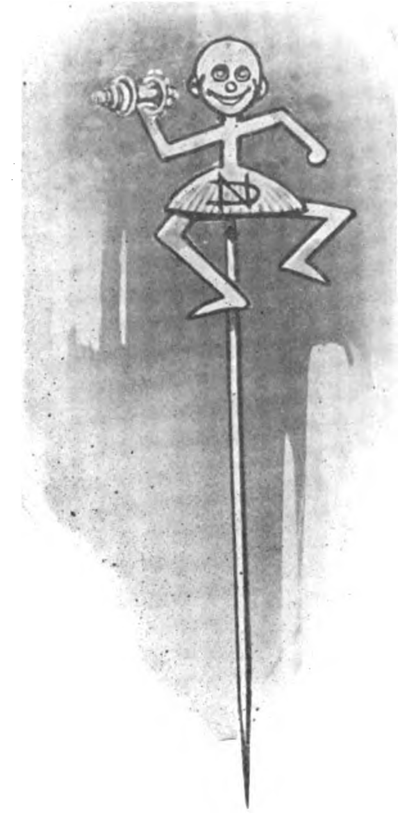
Write for free book.

Typewriter insurance is the difference between the cost of an L. C. Smith & Bros. typewriter and a cheaper machine. It's inexpensive insurance, no matter what the amount.

When the L. C. Smith & Bros. typewriter is installed in your office, the typewriter problem is settled once and for all. You may be certain that your correspondence will be a credit to you, that you will not be annoyed by breakdowns and delays.

It's the machine of most perfect mechanical construction and therefore highest efficiency. Ball bearing type-bars, ball bearing carriage and ball bearing capital shift—this is the explanation.

L. C. Smith & Bros. Typewriter Co. **Home Office, Syracuse, N. Y.**



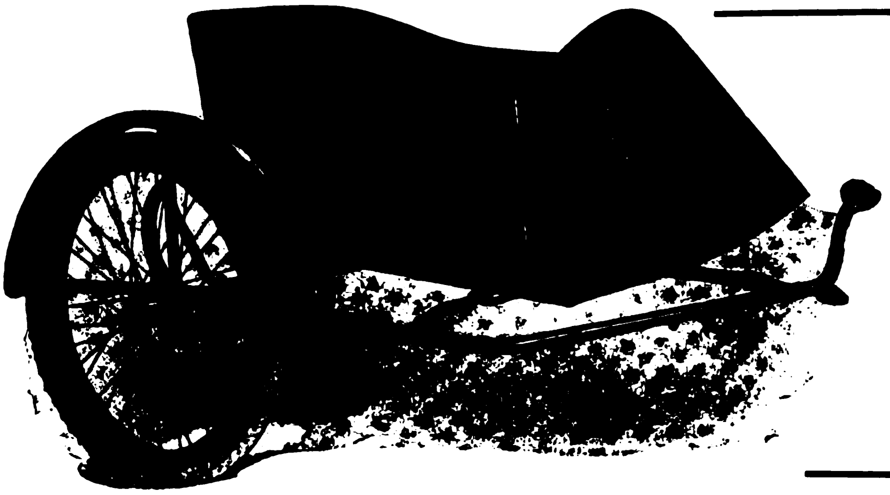
Here's the Gold

"Joy Boy"

Do You Want Him?

This handsome, gold-plated pin is the trade souvenir of the hour—most popular emblem we have ever issued. We want every dealer in motorcycles and bicycles to have one. They are for dealers only. Write us on your letterhead, telling us what motorcycles you are agent for, and we will send you one by return post.

The New Departure Manufacturing Company
BRISTOL, CONNECTICUT



SIDECAR SERVICE THAT SATISFIES

For pleasure and for business, the **National** side car, attachable to any standard make of motorcycle, it is a safe, pleasurable and speedy means of transportation, and the **National** is dependable, having passed the experimental stage.

Luxurious seating and springing comfort, staunch construction, remarkable beauty of design and finish, these are some of the many quality features to be found in the **National.**

Dealers—We want you to communicate with us at once. We have a proposition to make to you that will get your immediate attention, because of its manifest squareness.

Write us at once, without delay

NATIONAL CYCLE ACCESSORIES CO. Aurora, Ill.

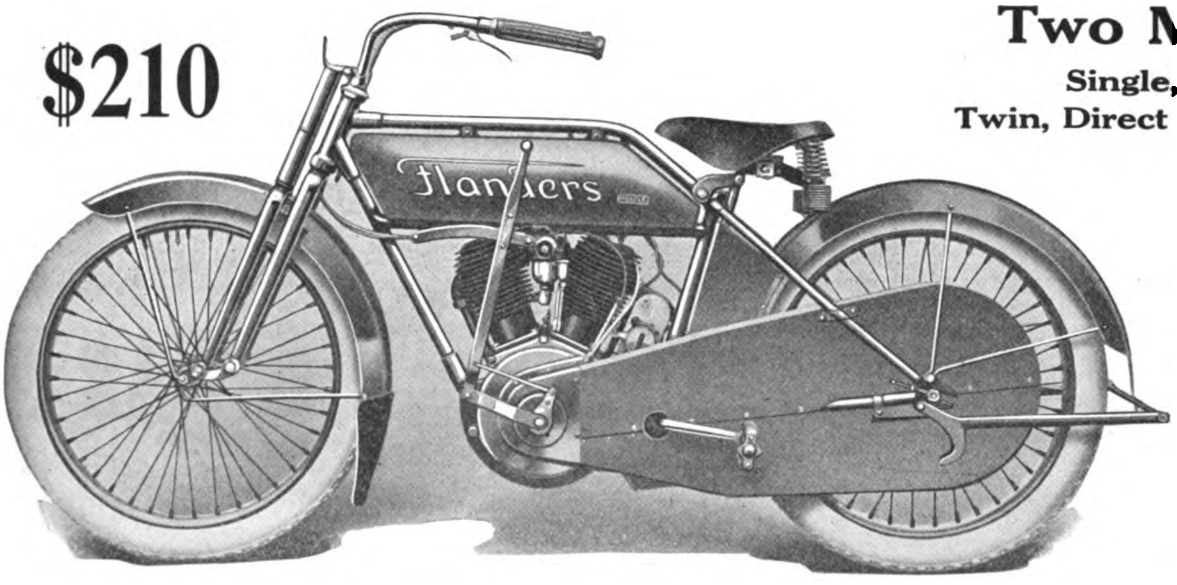
The Packard of Motorcycle Value

$210

Two Models

Single, $165

Twin, Direct Drive, $210



THE ONLY DIRECT CHAIN DRIVE WITH THE SMOOTHNESS AND FLEXIBILITY OF A BELT.

Flanders Motorcycles have the reputation of giving maximum service and satisfaction at low cost. Then why pay more? The 1914 models are truly wonderful values, and are bound to please both customer and dealer. A catalog will explain fully the many new and exclusive features—not freaks—but real meritable, long-life-giving, classy and advanced motorcycle construction features, exclusive on Flanders 1914 models.

Motor Products Company

Jefferson and Brush Detroit, Michigan

EVERY MOTORCYCLE DEALER AND RIDER

Should Have a Copy of the

NEW AND ENTIRELY REVISED EDITION OF THE

Motorcycle Manual and Trade Directory

An invaluable hand-book of Motorcycle information for the rider, dealer, jobber and manufacturer. Complete, accurate, authoritative and up-to-date.

THE PRICE IS 25 CENTS A DOLLAR'S WORTH FOR A QUARTER

Special prices to jobbers and dealers when ordered in lots of ten or more copies

THE MOTORCYCLE MANUAL 51 Chambers Street New York City

Extra Service for the Motorcyclist

No other tire gives the motorcyclist such protection, or such length of service, as does the Federal Studded Tread. The four rows of big, tough studs, extending well down over the side, are **insurance** against falls.

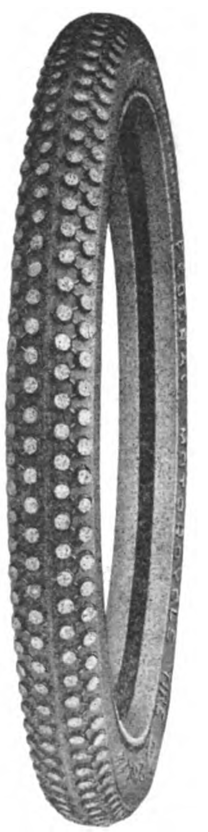
Four Plies of Specially Selected Fabric

Federal riders go through the most grueling tests for speed and distance, and finish on tires **still good.** It's largely because of Federal specially selected motorcycle fabric, built up ply by ply by the most skilled workmen. Four plies of this special fabric are built into all 2¾ and 3 inch Federal tires.

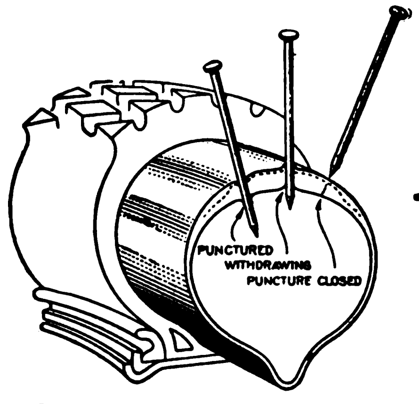
FEDERAL RUBBER MFG. Co.

Milwaukee, Wis.

Branches, Service Stations and Distributors in all
Principal Cities. Dealers Everywhere.



Federal EXTRA SERVICE Federal



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by reason of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

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"MIKA" Type

The V-Ray Spark Plug Proves Itself

—the BEST plug on the market.
The annual Gasoline Economy Contest, held under the auspices of the Chicago Automobile Club, May 1, 1914, was won by the six-cylinder, air-cooled FRANKLIN with a phenomenal mileage of 31.8 to the gallon. V-Ray plugs were used again demonstrating our claim of

More Power on Less Gas

For over four years V-Rays have contributed to the winning of every Gasoline Economy Contest. Remember

V

next time, Mr. Motorcyclist; you'll never use any other once you try them.

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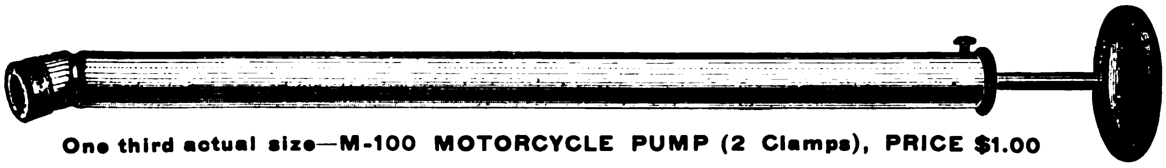
Porcelain $1.00—"MIKA" $1.25

All Dealers—All Jobbers

A GOOD PUMP AT LAST

AUSTIN PATENTED Motorcycle and Bicycle **PUMP**



One third actual size—M-100 MOTORCYCLE PUMP (2 Clamps), PRICE $1.00

NO TUBE CONNECTION—NO LEAKY JOINTS

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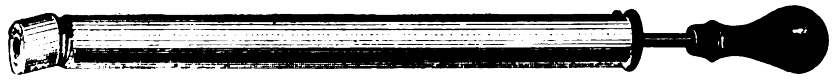

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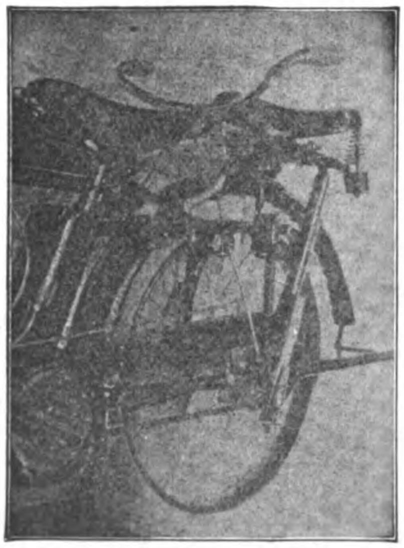
Tandem Attachment
for 1914 Indians



It's made for the Indian, by an Indian rider and dealer—and it belongs on every Indian.

That's all we have to say.

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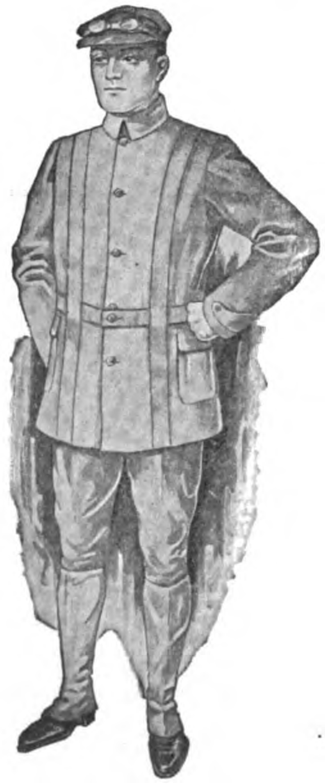
6307 Woodland Ave.
Cleveland. O.



We make the F. A. M. Official Uniform.

A Practical Suit
for a
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By studying the practical needs of the motorcyclists we have been able to manufacture suits that exactly fit the requirements of every rider.

The F. A. M. is one of our most popular sellers. Made strictly according to the official requirements. It is a well made, serviceable suit.

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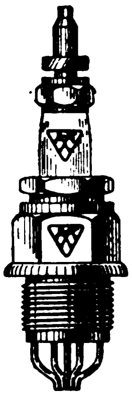
A-K

Mechanical Horn

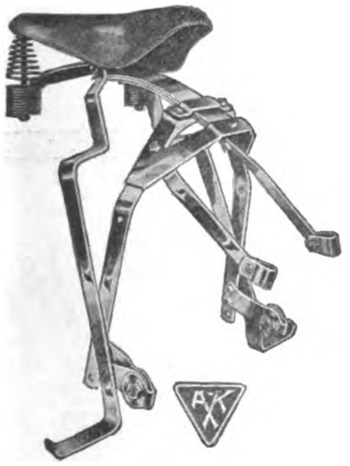
Here is positively the most wonderful horn value ever offered the motorcycle rider. The A-K-ORN is mechanically perfect. The slightest pressure of the thumb starts it going. It throws a loud, clear, unmistakable warning hundreds of yards ahead. It can be operated without removing the hand from grip. Highly finished in nickel. Can be attached in less than a minute. **It is a real motor car signal.** It is absolutely guaranteed. Price is $5 all over the country. You **need** this distinctive horn on your machine.

Insure Your Ignition



Why experiment with spark plugs when you can get absolutely guaranteed ignition service at no additional cost. The A-K Spark Plug, with its four firing points, throws a sizzling spark that puts misfiring into the discard. It is GUARANTEED not to soot or carbonize. You can throttle down to four miles an hour and still get the same effective spark from the A-K. Why not try a couple? They will open your eyes on real spark plug efficiency? Price $1.00 GUARANTEED. Licensed under Canfield Patent.

And the A-K Simplex Spring Tandem



With its three flat springs, its adjustable shock absorbers for different weight riders, its sterling construction, the A-K offers the rider the most comfort, the strongest and best looking tandem seat on the market today. Price $15 with saddle.

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Leaves nothing to chance because it leaves nothing for uncertain electrical mechanism to do—employs no batteries or wires—is operated entirely by hand—and responds with unfailing regularity on every occasion.

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A specially constructed plug with two deep chambers around the center electrode that make it literally self-scouring and most effectively guard against short-circuits due to carbon deposits.

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Made in two gas-tight units that permit the porcelain to be removed and replaced without disturbing the body or shell in the cylinder. Emphatically will not leak compression. Built to stand up under hardest service. Nothing short of a blow with a heavy instrument will break it. Ask for it by name—it pays.

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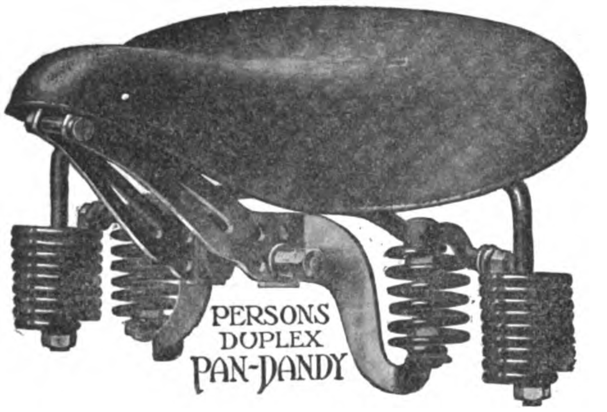

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Baby Reflex and Lightning Kid are made expressly for Motorcycle use—Quick, hot sparks—fast work at high speed—free from smut, carbon and all other short-circuiting matter—extra long service.

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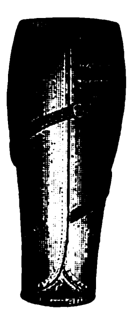

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Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

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Points of interest are mentioned and the best available roads are indicated.

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Reading Standard Bicycles are guaranteed for three years, but their quality lasts longer. Investigate. A good proposition for live dealers.

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Is It Wise to save a few cents by buying a cheap porcelain or mica plug and then spend Dollars, Hours and Temper locating and remedying the trouble that is sure to come? Be wise. Specify the

HERZ PLUG "BOUGIE MERCEDES"

for your new motorcycle. You will gain these highly satisfactory results:

FIRST: You will forget your Plugs altogether.

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THIRD: You never have to clean or take apart or so much as touch your HERZ PLUGS.

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The reason? HERZ PLUG brings 100% of the current generated in the magneto to the scene of action, viz., the explosion chamber. There is *no loss of current* through cracked porcelains or oil soaked mica. HERZ PLUGS are

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Make the best investment of your life. Buy HERZ PLUGS ("Bougie Mercedes") from your dealer.

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Lasts Two to Three Years

20 Years on the Market

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JEFFERSON

The following is a letter received from Frank E. Anderson, Fort Wayne, Ind. Read what the JEFFERSON is doing for him.

FORT WAYNE, Ind., April 24th, 1914.

WAVERLEY MANUFACTURING CO.,
Jefferson, Wis.

Gentlemen:—Sunday, April 19th, the Fort Wayne Motorcycle Club staged an endurance run from Fort Wayne to South Bend, Indiana, and return, a total distance of 172 miles. I entered my twin "Jefferson."

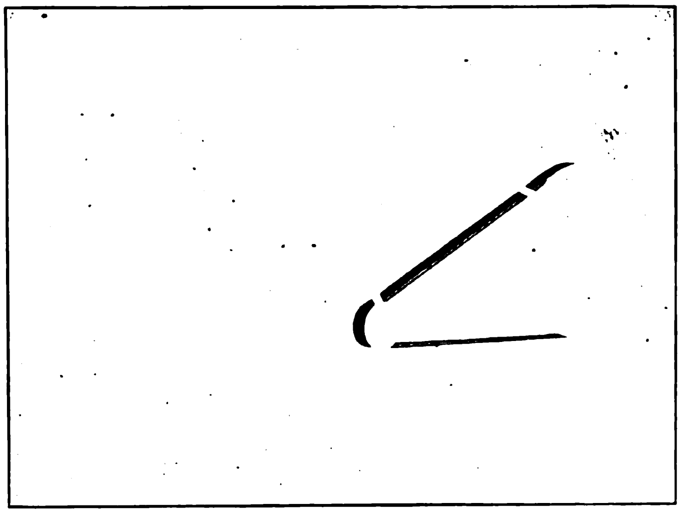
This being my first run of this kind, I finished perfect as far as the machine was concerned, but reaching within about eighteen miles of South Bend I got off of my road and had to come back to the main road again, thus I checked in six minutes late—although I won a silver medal.

The machine worked like a charm—I never had a tool out of the box nor had a bit of trouble in any way. The motor worked perfectly, and I can not say enough for the Jefferson spring-frame in the way it carried me over the roughest roads with perfect ease. The roads were very rough, with plenty of sand and hills—but none too steep for the "Jefferson."

Yours very truly,
FEA/D FRANK E. ANDERSON.

Write for Catalog.

WAVERLEY MANUFACTURING CO.
JEFFERSON, WIS.



Ride the "Wetpruf Way"

This is the way of satisfaction, of safety and of economy. Wetpruf Belts eliminate jar, they will not slip or pull apart when put to the test.. Wetpruf Belts are economical because they outwear other belts and allow the motor to develop its greatest power.

All day and every day, the Wetpruf Belt is doing its full duty. Buy this belt and laugh at troubles. Through rain and snow, heat, cold, grit, mud and oil, this belt will carry you to the end of your journey. There is a sense of security enjoyed only by those who ride the "Wetpruf Way."

The Wetpruf Belt is sold by most all good dealers everywhere. Furnished in all lengths and widths. Our guarantee tag covers every feature fully, and comes with every belt.

Ride the "Wetpruf Way"!

HIDE, LEATHER & BELTING COMPANY
227-229 S. Meridian St.
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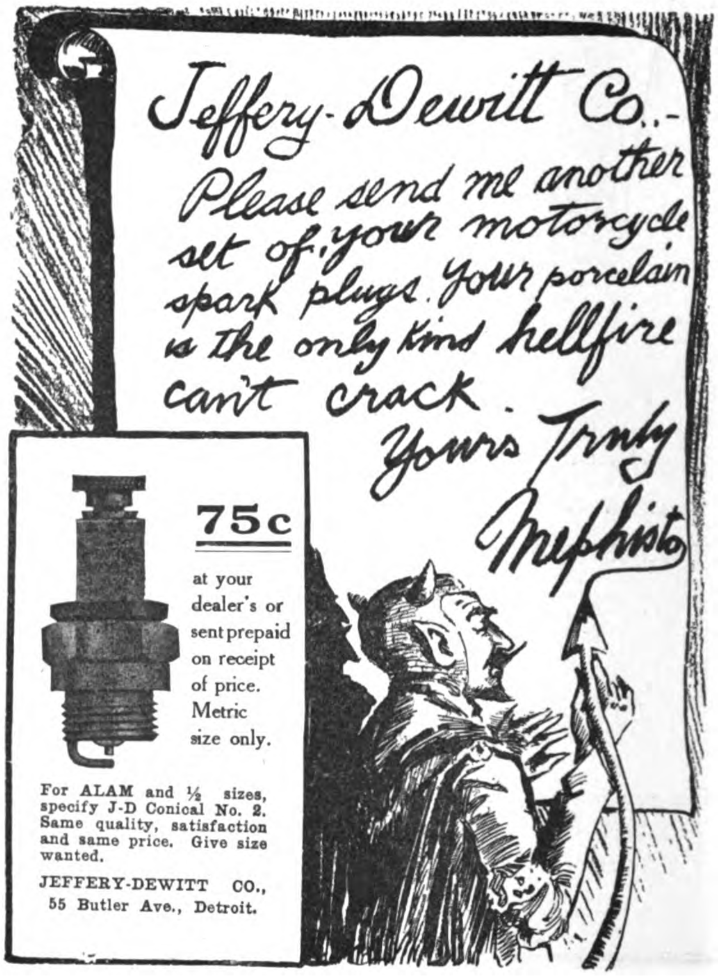
NEAT—LIGHT—ADJUSTABLE

"SURE-FOOTERS"

70c. Postpaid

Don't have your feet jostled about on the footboards. Attach a pair of "Sure-Footers" and keep them in place. Attached and adjusted to any part of foot boards in less than a moment's time. Will fit Indian and Harley - Davidson machines.

I. C. MFR. Barnesville OHIO



Jeffery-Dewitt Co.:-
Please send me another
set of your motorcycle
spark plugs. Your porcelain
is the only kind hellfire
can't crack.
Yours Truly
Mephisto

75c

at your dealer's or sent prepaid on receipt of price. Metric size only.

For ALAM and ½ sizes, specify J-D Conical No. 2. Same quality, satisfaction and same price. Give size wanted.

JEFFERY-DEWITT CO.,
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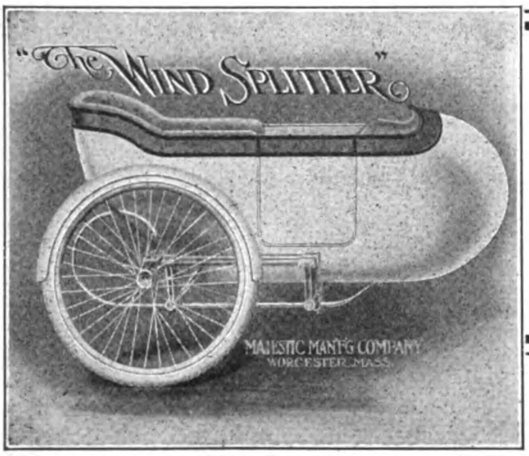
MAJESTIC SIDE-CARS

"Don't Forget the Girl"



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Made in a plant devoted exclusively to the manufacture of steel rims. Efficient mechanics, highest quality of materials and every period of construction watched carefully, combine to make Mott Rims of the very highest satisfaction and efficiency.

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possess wonderful durability and tensile strength, and transmit more power and wear longer than any other belt made. They do not slip when wet—do not curl at the edges—are not affected by oil, water or other damaging conditions.

Be sure to look for the name "SPARTAN" —it's your protection and guarantee of Transmission Efficiency.

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"Limited" Motorcycles

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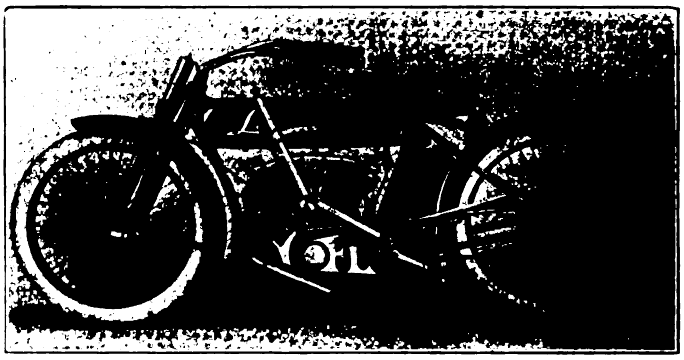

10 H. P. Motor.
Foot boards with controls.
Two Speed, planetary type, doing away with stripping of gears.
Mechanical foot starter.
Many other exclusive features.

FEILBACH MOTOR CO.
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FIDELITY TAIL LAMPS

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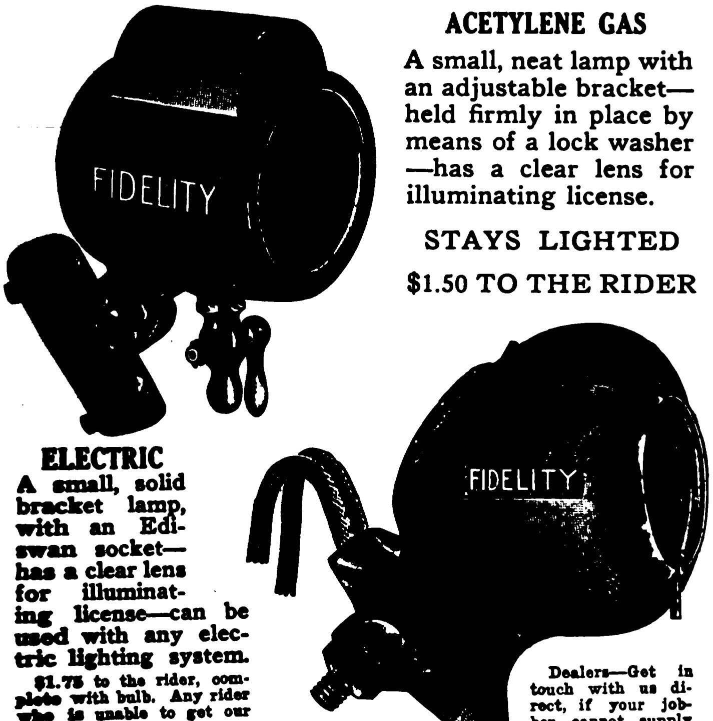

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STAYS LIGHTED

$1.50 TO THE RIDER

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A small, solid bracket lamp, with an Ediswan socket—has a clear lens for illuminating license—can be used with any electric lighting system.

$1.75 to the rider, complete with bulb. Any rider who is unable to get our lamps from his dealer can obtain them from us direct.

Dealers—Get in touch with us direct, if your jobber cannot supply you.

Manufactured exclusively by

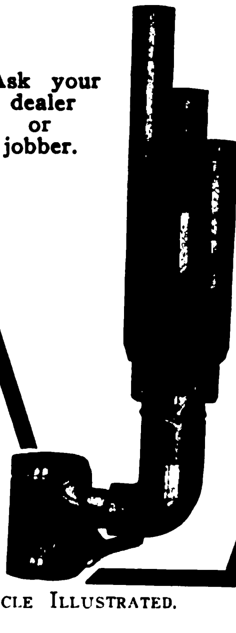
FIDELITY BRASS MFG. COMPANY
730-738 W. Monroe St., Chicago

The AERMORE Exhaust Horn

The Horn You Will Eventually Buy

Up-to-date in every respect, with a bolt-on malleable iron valve that does not obstruct the exhaust passages, and an aluminum foot control that is an ornament to any machine.

Ask your dealer or jobber.



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$5.50 **$5.50**

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COMPANY

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National Ave.
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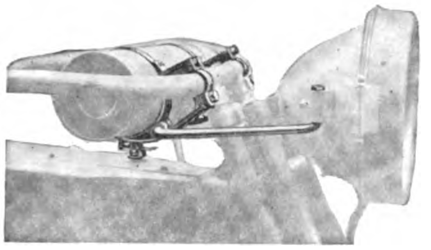
Combination Tank and Lamp Brackets



XLCR - -	$2.50
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We Have An Interesting Proposition For Dealers

W. F. CLARK MFG. CO.

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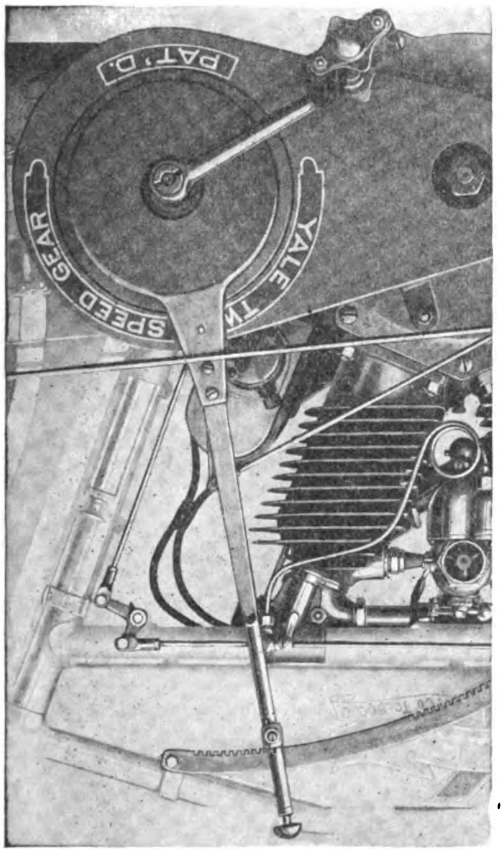
TWO-SPEED GEARS FOR INDIANS AND EXCELSIORS



INDIANS and Excelsiors, 1912 or 1913 models, can now be fitted with the patented Yale planetary two-speed gear. It brings them up to date and gives a wonderful increase in the all-round ability of the machine. Same transmission as used on the new Two-Speed Yale.

Have the Yale dealer fit this transmission to your machine.

The CONSOLIDATED MFG. CO., Toledo, O.

WATERBURY Motorcycle Lock

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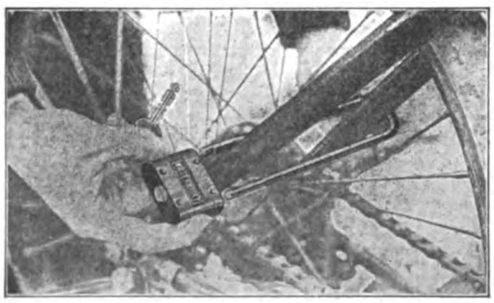


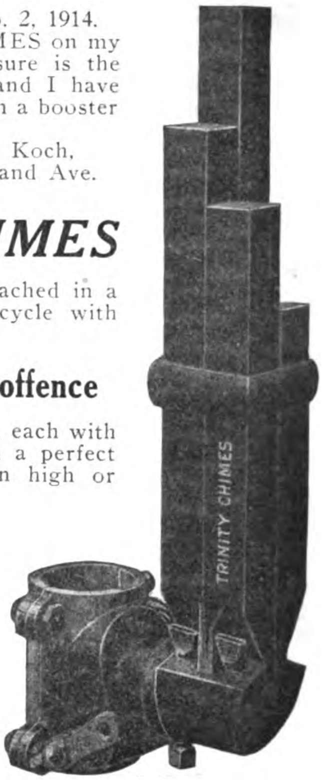
414 Broadway N. Y.

Powerful, indestructible, cannot be picked or broken, made of solid brass and steel. Removable steel shackle. An effective preventive of theft or unauthorized use. At your dealer's or sent direct, prepaid, for 75c.

A Motorcyclist's Opinion

St. Louis, Mo., Feb. 2, 1914.
I have just put TRINITY CHIMES on my two-speed Twin Excelsior. It sure is the best whistle I have ever used and I have tried them all. From now on I'm a booster for TRINITY CHIMES.
Otto W. Koch,
2023 E. Grand Ave.

TRINITY CHIMES



Is a four tone exhaust horn attached in a minute to any make of motorcycle with foot or handle-bar control.

Warns without giving offence

The four tubes are blown as one, each with a different tune, but blending in a perfect chord. Sounds equally clear on high or low speed.

Try one on your Motorcycle, and if you don't find it is all we claim your money will be refunded. "TRINITY CHIMES" fit all makes of Motorcycles, including 1914 HARLEY-DAVIDSON. Ask your dealer. If he cannot supply you write us for prices and illustrated booklet.

THE COMING MFG. CO.

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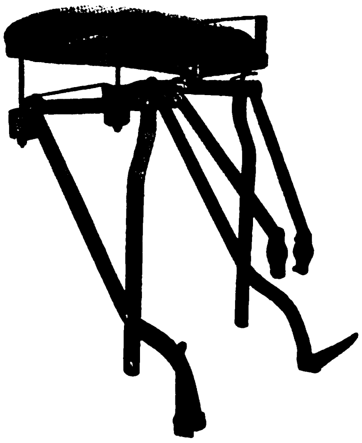
Chicago, Ill. U. S. A.

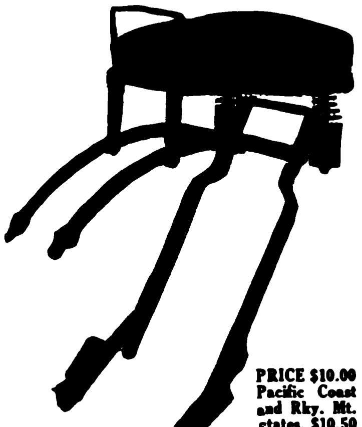
$10.00 for the tandem with cushion, folding foot rests, handle bar and the saddle shape top; strong, durable and full of spring support. The rocky roads will look like boulevards when your machine is equipped with our No. 140 tandem.

One agent wanted in every county. Write us at once for further information.



Wald Manufacturing Co.

Martin Ave. & N. 18th St.
Sheboygan, Wis.



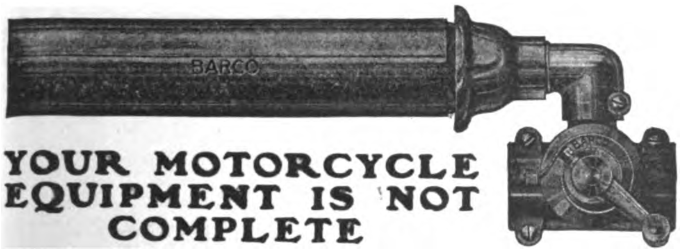
PRICE $10.00
Pacific Coast and Rky. Mt. States, $10.50

EVERY MOTORCYCLIST

should have an F-N combination tandem seat and carrier on his machine. A convenient Luggage Carrier as well as the most comfortable tandem seat ever built. One look at it and you will be convinced. One ride on it and you will be delighted. Demand it of your dealer. We will gladly mail you our catalog.

FENTRESS-NEWTON MFG. CO.

253-255 Lafayette Blvd., Detroit, Mich.



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without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautifully toned chime horn by simply pressing your foot on a foot pedal.

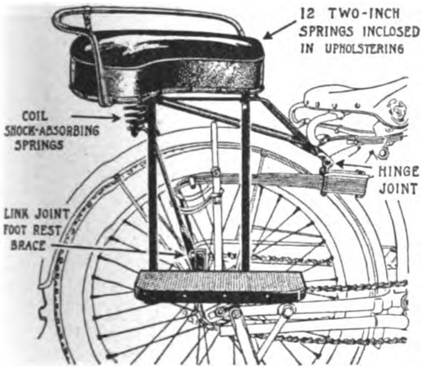
START THE SEASON RIGHT

by ordering one from your dealer now, or writing your address across this page and mailing it in for descriptive catalog.

1914 FEATURES

- Foot or Hand control.
- Unobstructed exhaust passages in valve.
- Three tones of the chime in one tube.
- Solid malleable iron valve or steel bolt-on valve.
- Prompt delivery.
- $5.00 List.
- Extra Large Size $6.00.

Barco Brass & Joint Co.
CHICAGO


12 TWO-INCH SPRINGS INCLOSED IN UPHOLSTERING
COIL SHOCK-ABSORBING SPRINGS
HINGE JOINT
LINK JOINT FOOT REST BRACE

Mohawk
Easy Side Seat

If your wife or best girl won't straddle a tandem seat, get a MOHAWK. It permits of her sitting in an easy, natural position, on a seat as comfortable as that in an automobile.

The road ahead is always in view and she can quickly jump off upon the first sign of danger.

If you have a 1913 or 1914 Indian with cradle spring frame you can also attach the MOHAWK spring carrier which will add greatly to the usefulness of the outfit.

Sit Forward Without "Straddling"

Specifications

The genuine leather upholstered seat is 18 inches wide and 15 inches long, placed on 3 inch shock-absorbing springs. The footrest is 6 x 13 inches in size, covered with white rubber matting. Price $15, including skirt guard. Write for a fully descriptive booklet.

Bowen Bros.
54 South Street **Utica, New York**

Examine your sprockets
before using new chain

As sprockets wear the teeth become hook shaped and to use a new chain over such sprockets will result in broken rollers and an otherwise wrecked chain.

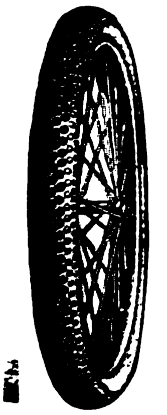
It is likewise important that sprockets be kept properly aligned at all times, as the interference caused by misaligned sprockets is highly injurious to chain.

By exercising care in these matters, and the use of Diamond Chains, you will be free of chain troubles. When ordering ask for the New Diamond No. 150.

For sale by jobbers and dealers

Look for this
TRADE ◇ MARK
on every link

Diamond Chain & Mfg. Co.
Indianapolis, Indiana
Capacity 8,000,000 feet per year



We Ship On Approval
And Allow TEN DAYS' FREE TRIAL

The best "Nonskid", puncture-proof device for automobiles, commercial cars and motorcycles

Try Them At Our Expense

Be your own judge—don't take anyone's word for it. *"The proof of the pudding is in the eating."*

Perfect Score in 4 Glidden Tours

Twin Cities to Fargo, N. D., 1909.
Twin Cities to Helena, Mont., 1911.
New York City to Jacksonville, Fla., 1911.
Twin Cities to Winnipeg, 1912.

It only costs one cent to learn our prices and guarantee on "Brictson" Detachable Treads.

Write Today for Full Particulars.

THE BRICTSON MFG. CO.
2554 Main Street **Brookings, S. D.**

A COMPLETE CYCLE LINE

We are prepared to cater to every taste and need in bicycles. Our

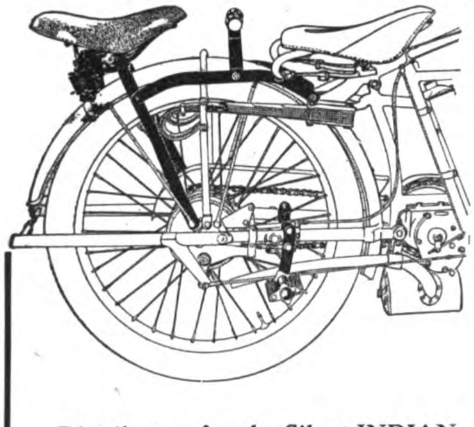
New England Line
and
Dayton Line

give the widest range of choice in design, finish and equipment.

J. W. Grady & Company, 68 High Street Worcester, Mass.

Also Eastern Distributors for Excelsior, Dayton and Henderson Motorcycles.

When writing to advertisers, please mention Motorcycle Illustrated.



THE BU-CO TANDEM IS PRACTICAL!

There is nothing experimental about the Bu-Co Tandem. It is the only practical tandem attachment built for 1914 Indians. Low saddle position, neatness of construction, rubber hand grip and rubber pedals, and remarkable durability—these are some of the features of the Bu-Co Tandem.

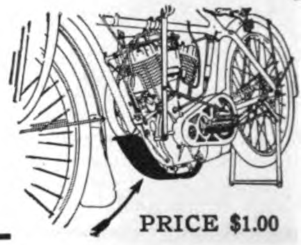
THE BU-CO ELECTRIC LIGHT.

Here is a neat, compact and altogether sensible light for the rider who wants a normal, up-to-date electric light and NOT an expensive searchlight outfit that eats up all his spare change. The price of the BU-CO Electric Light is $7.

THE BUREM PLATE NO. 10,

or crank-case protector, protects the motor base, exhaust pipes and pet cocks from injury on rough or rocky roads. For all loop frame motorcycles. Furnished any color to match machines.

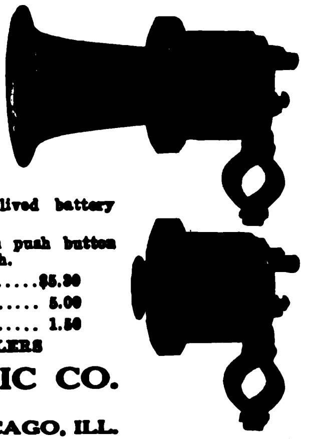
Dealers, Write for Catalog of our Specialties.



PRICE $1.00

The HERMAN BUMILLER CO.
(Successors to The Bumiller Remelin Co.)
Distributors for the Silent INDIAN
No. 432 Main Street Cincinnati, Ohio

SAMSON
Motorcycle Horns
LOUD—STRONG—SIMPLE
THOUSANDS IN USE



First ELECTRIC HORNS especially designed for motorcycle work.

No. 30 Case and Special No. 3 long-lived battery recommended.

Furnished in two models complete with push button and cord. Nickel or black enamel finish.

No. 25 Motorcycle Horn	$5.30
No. 22 " "	5.00
No. 30 Case and Battery	1.50

LIBERAL DISCOUNTS TO DEALERS

AMERICAN ELECTRIC CO.
Makers
State and 64th Sts. CHICAGO, ILL.

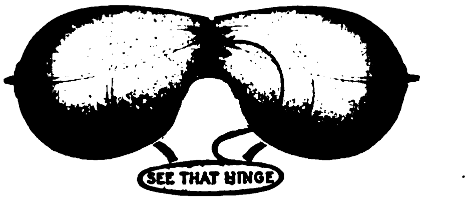
Some First Class Bargains In Used Motorcycles

Many of these machines have been run only a few hundred miles. Come in and see their value for yourself. Here is a partial list of what we have to offer.

1—1913—7 H. P. Indian	$150.00
1—1913—9 H. P. Eagle DeLuxe motor-equipped	150.00
1—1911—7 H. P. Indian—red	85.00
1—1911—7 H. P. " —blue	95.00
1—1912—5 H. P. Pierce	85.00
1—4 H. P. Two-speed Minneapolis	75.00
1—4 H. P. Flanders—clutch	75.00
1—5 H. P. Pierce—shopworn	125.00
1—5 H. P. Twin Indian—blue	40.00
1—4 H. P. Merkel	70.00

You should have a copy of our Accessory Catalog. It's free for the asking. 84 pages of everything the motorcyclist needs.

F. A. BAKER & CO., 10 Warren St., New York



The Autoglas

Patented May 2nd, 1911

The only comfortable goggle. **The only efficient eye protector**

WITHOUT rims, hinged at the center, neat and inconspicuous; conforms to the contour of the face, excludes wind as well as dust, and at the same time affords absolutely unobstructed vision. Temples covered with composition of silk and cotton makes them easy on the ears. Lenses either amber color or white.

Any Optician, Sporting Goods or Motor Supply House can equip you. If they haven't them, write to us. We'll see that you get them. Over 25,000 Now in Use.

F. A. Hardy & Co. Dept. C **Chicago, Ill.**

"Shocks and Bumps Don't Bother Me"

"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave. Toledo, O.

PIRATE

A Motorcycle That Makes Its Strongest Appeal Because of Its Absolute Simplicity

The Dealer finds the Pirate easy to sell—not only because of its many quality features—but because the novice can, with but a few minutes' instruction, understand *every* detail of its operation! Add to this its triple motor lubrication, its special valve lifting mechanism, its "Ayride" seat post, its three points of motor suspension, its interchangeable loop type frame, and a host of other "talking" points, and the Pirate dealer will understand *why* his stock *always* moves.

Write for our catalog and detailed selling proposition.

MILWAUKEE MOTORCYCLE CO., Milwaukee, Wis.

PROCLAMATION!

BE IT KNOWN: That we are now distributors of FLYING MERKEL and THOR Motorcycles! Having decided, after discriminating tests, that they are the best two lines made in the world.

In our "Motorcycle Salon" we are exhibiting all models of both. We are making prompt deliveries, too.

Our "Used Machine Dept." has always 50 on hand, $25 up. Send for list and terms. We guarantee satisfaction.

THE NEW YORK MOTORCYCLE CO., Inc., Rooms 450-453, 1777 B'way, New York

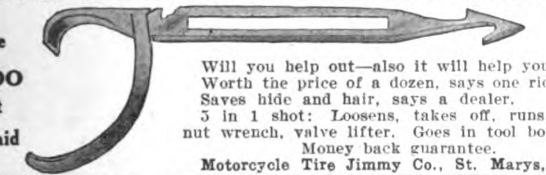
SIMPLEX NO 2

Ask Your Dealer
to Demonstrate
our new
No. 2 Simplex Tire Tools
You won't worry about tire troubles on your next run.
STEVENS & CO.
Manufacturers of Motorcycle Parts and Accessories
375 BROADWAY, NEW YORK CITY

PRICE, per set of three, 50c

THE MOTORCYCLE TIRE JIMMY

Price
$1.00
Sent
Postpaid



Will you help out—also it will help you in. Worth the price of a dozen, says one rider. Saves hide and hair, says a dealer. 3 in 1 shot: Loosens, takes off, runs on tire nut wrench, valve lifter. Goes in tool box. Money back guarantee.
Motorcycle Tire Jimmy Co., St. Marys, Ohio.

Mosler Spit Fire Plugs
ARE THE BEST
A. R. MOSLER & CO.,
P. O. BOX "M"
MT. VERNON. N.Y.

Ford Owners
Use
MOSLER
SUPERIOR
PLUGS

CLEAR-O-U-T

PAT. MAR. 28 '05
OTHERS PND.

Mechanical Operated Horn

No Batteries or Wiring required

RETAILS AT

75 CENTS

ASK YOUR JOBBER

THE SEISS MFG. CO.
432 Dorr Street, TOLEDO, OHIO

RENOLD
"The Chains of Proven Reliability"

PETER A. FRASSE & CO., Inc.
Sole United States Representatives
410 Canal Street NEW YORK

Motorcycle Supplies

Write for our 216 page catalog describing the largest and most complete stock of bicycle and motorcycle supplies in this part of the country. It contains over 1,000 illustrations of sterling merchandise at rock bottom prices from over 400 manufacturers.

We handle mail orders from all parts of this country and Canada, shipping them generally in a day's time. Write on your own letterhead, stating whether you are a motorcycle supply dealer, bicycle supply dealer or rider. Do this today.

Address Mail Order Dept. **HUB CYCLE CO.** 16 Portland St. Boston, Mass.

The leading motorcycles are equipping for electric lighting with EDISON MAZDA Lamps, the kind backed by 35 years' experience in making 500 million EDISON Lamps. Write for particulars and interesting booklet.

EDISON LAMP WORKS
of General Electric Company
HARRISON, N. J. 5005

PATENTS!

WHY NOT PATENT THAT INVENTION?
IT MAY MAKE YOUR FORTUNE!

My expert, confidential and personal service insures protection. Booklet and advice Free. Terms reasonable. Write me before you apply for a patent.

LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W., Washington, D. C.

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 23, Station N.
New York City

CYLINDERS
Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO., Racine, WIS.

VISCO MOTORCYCLE OILS

HUNDREDS OF MOTORCYCLES

never have run right on account of the motor not having the proper oil.

Some motor manufacturers themselves recommend and sell oils entirely unsuited to the motor, and as a result the rider has trouble and blames the machine or his dealer.

We don't make motors but we do make the biggest and best line of oils in the world and we understand our business. When we recommend a certain grade of oil for a certain motor it's because we have made a study of their motor's construction and can prescribe its lubricant.

The better class of dealers are fast becoming *Visco* customers. It pays them—more business—less trouble. Write us today.

The Visco Motor Oil Co., Cleveland, Ohio

Send For Your Free Copy Today
of
Modern Electrics and Mechanics

The big 148-page illustrated monthly magazine that tells you how to make flying machines, wireless sets, motors, engines, home furniture, models, etc. Invaluable to everyone who uses tools or is interested in mechanics or electrics. Profusely illustrates and describes these subjects in a style you will easily understand and enjoy.

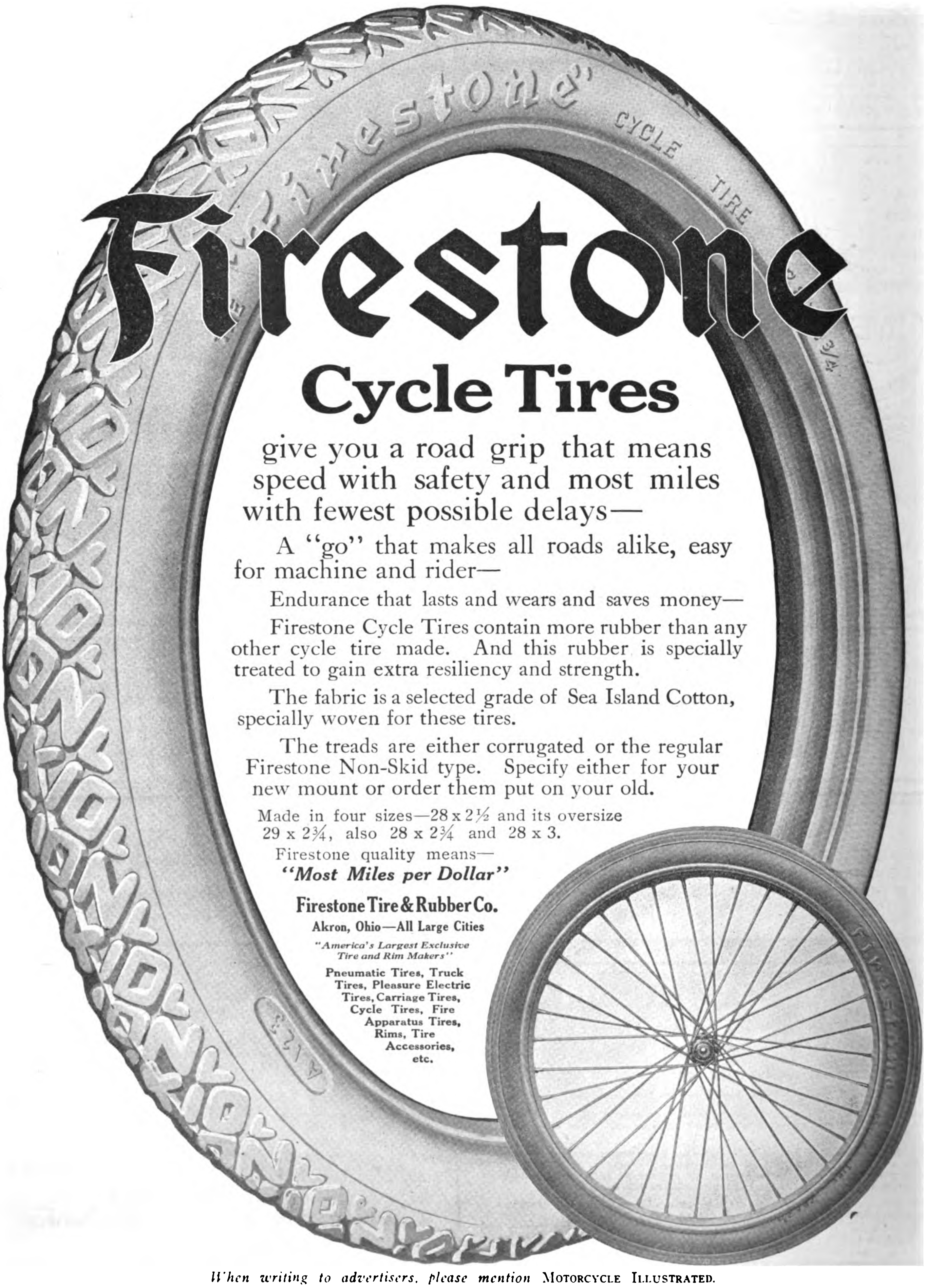
You should read at least one non-technical magazine and keep up-to-date on the new wonders and advances in electricity and mechanics.

15c. per copy on news stands, $1.50 per year.

To acquaint new readers with this distinctive illustrated magazine we will send a sample copy free on request. A postal will do.

Send for your free copy NOW

Modern Electrics and Mechanics
838 Reliance Bldg., New York



Firestone

Cycle Tires

give you a road grip that means speed with safety and most miles with fewest possible delays—

A "go" that makes all roads alike, easy for machine and rider—

Endurance that lasts and wears and saves money—

Firestone Cycle Tires contain more rubber than any other cycle tire made. And this rubber is specially treated to gain extra resiliency and strength.

The fabric is a selected grade of Sea Island Cotton, specially woven for these tires.

The treads are either corrugated or the regular Firestone Non-Skid type. Specify either for your new mount or order them put on your old.

Made in four sizes—28 x 2½ and its oversize 29 x 2¾, also 28 x 2¾ and 28 x 3.

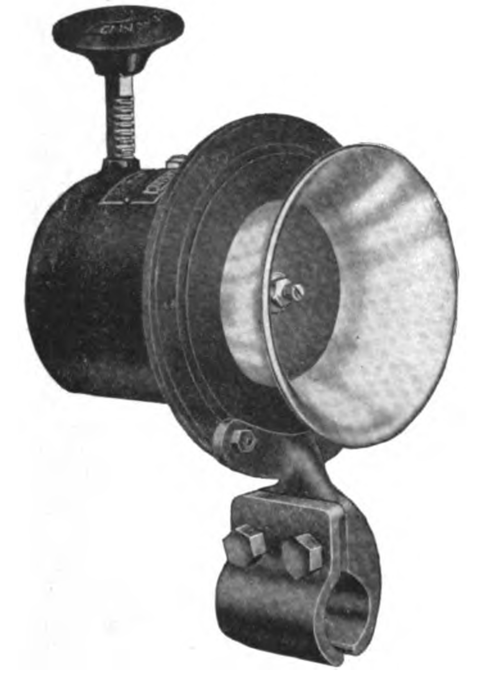
Firestone quality means—
"Most Miles per Dollar"

Firestone Tire & Rubber Co.
Akron, Ohio—All Large Cities
"America's Largest Exclusive Tire and Rim Makers"

Pneumatic Tires, Truck Tires, Pleasure Electric Tires, Carriage Tires, Cycle Tires, Fire Apparatus Tires, Rims, Tire Accessories, etc.

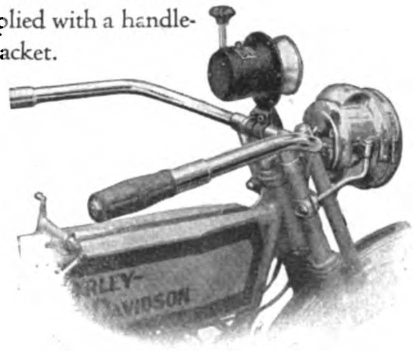
The Hand Klaxon on your motorcycle gets you the same attention on the road as if you were driving an automobile.

The Hand Klaxon for motorcycles is exactly like the automobile Hand Klaxon except that it has a short projector and a special attaching bracket.



It is regularly supplied with the bracket shown at the left—by means of which it may be attached to the bar that connects the saddle post and steering head.

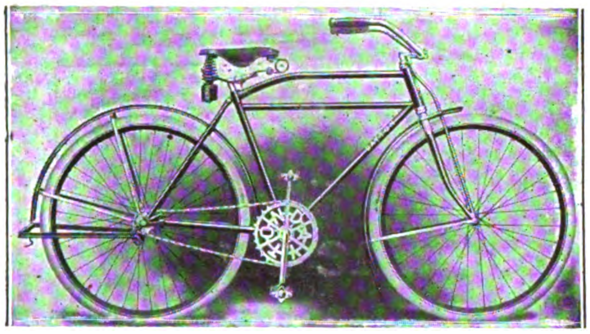
For use on motorcycles— like the Harley-Davidson—where this frame bar is not exposed, the Hand Klaxon is supplied with a handle-bar bracket.



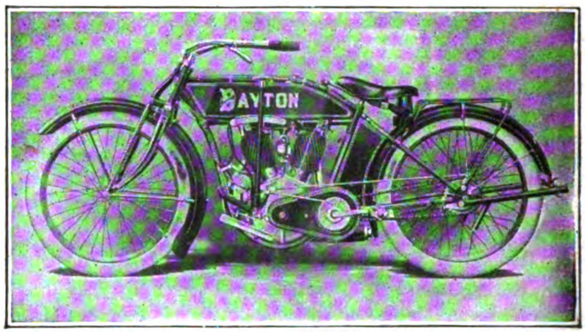
The Hand Klaxon is guaranteed *permanently* and against any contingency. It is supplied with either of the two brackets shown. Price, $10.

LOVELL-McCONNELL MFG·COMPANY
Makers of the "KLAXON"· Newark, N·J·

This advertisement planned, written and set up entirely in the Klaxon Factory. Type composition by the Klaxon Press with "Klaxon" type especially designed by Goudy.



DAYTON BICYCLE



DAYTON MOTORCYCLE

YEARS!

Examine any Dayton motorcycle or bicycle after years of active service.

You will then understand why we have spent so much money and time developing every Dayton feature, large and small. You will appreciate all that it meant to motorcycle riders for us to build the Dayton Rocker Spring Fork, for us to work out the Dayton Spring Seat Post, for us to realize the necessity of a safe, dependable Brake and introduce on Dayton motorcycles the Davis Band Brake. These features have all been planned and exclusively built by our own manufacturing organization. Their true worth is best appreciated when you examine them after years of service—after they have received their hard knocks in every day use and abuse. Every Dayton Cycle Product is proof of all of this.

Write today for illustrated catalog
of Dayton Motorcycles and Bicycles
Sent free to riders and dealers

Davis Sewing Machine Co., DEPT. B Dayton, Ohio

Established 51 Years Ago.

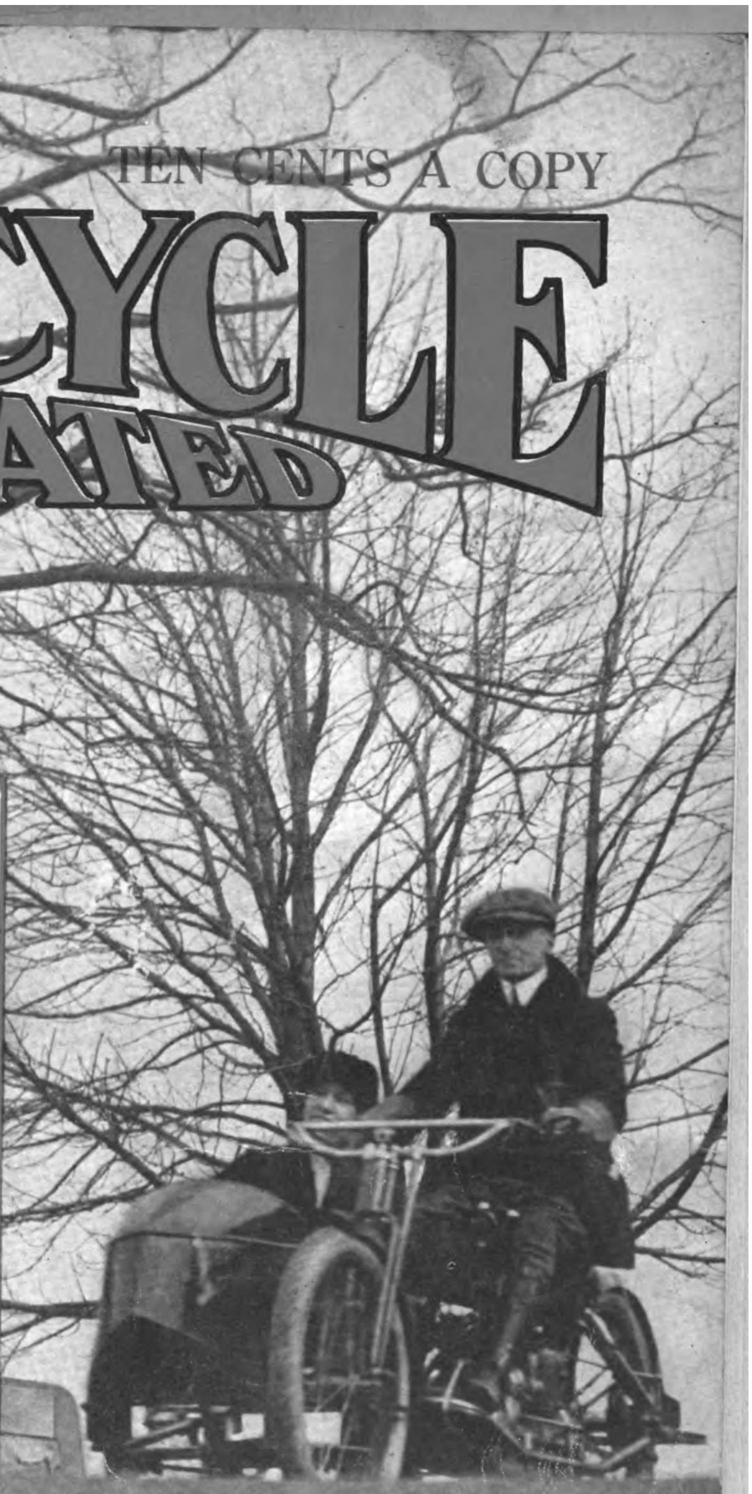
JUNE 11, 1914

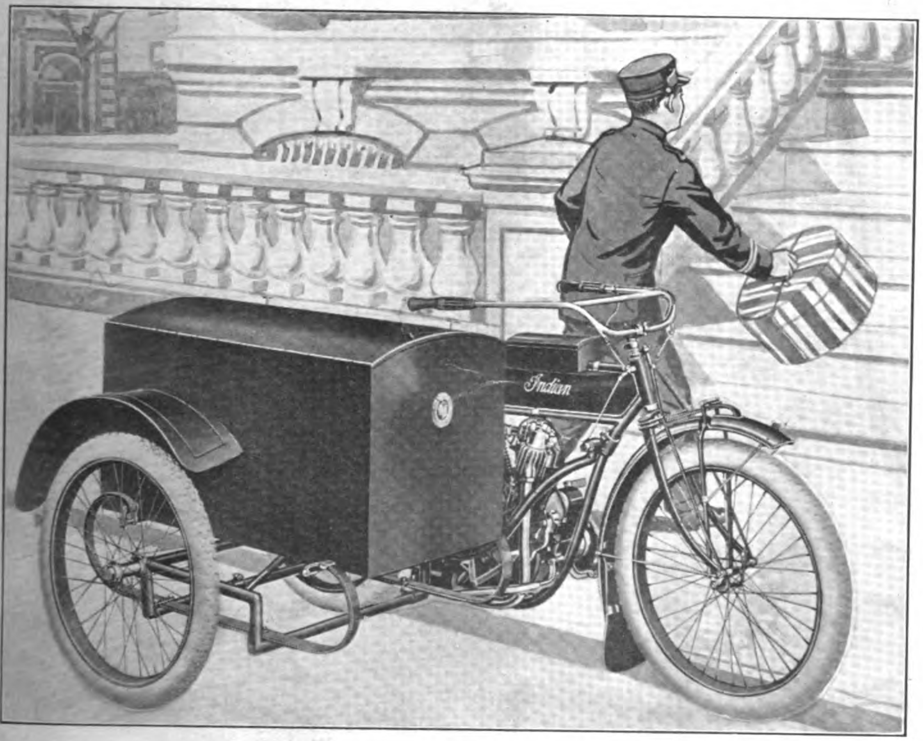
TEN CENTS A COPY

MOTORCYCLE ILLUSTRATED

Published Every Other Thursday by the Motorcycle Publishing Co.
51 Chambers Street, New York

FIRST JUNE NUMBER





The Indian Parcel Car Delivers

TO THE MERCHANT
—*reduced delivery costs*
—*widened delivery area*
—*more deliveries per hour*

TO HIS CUSTOMERS
—*deliveries when promised*
—*quick special deliveries*
—*confidence in dealer's service*

THE Indian Parcel Car holds today one of the most conclusive titles to Distribution Efficiency. It has been tried out in every conceivable way and has received the unqualified recognition of delivery and distribution experts the country over.

Indian PARCEL CAR

Quickest Delivery on Earth

is the torpedo-boat of modern commerce. With its speed and grace of operation it can out-deliver horse and wagon to a degree that admits of no comparison. Costs 6 cents per mile to operate as against 18 cents for horse-drawn vehicles. (Figures quoted include driver's wages.) Covers double the mileage. Needs a negligible amount of garage accommodation—often none at all. Uses only 2½ gallons of gasoline per 75 miles.

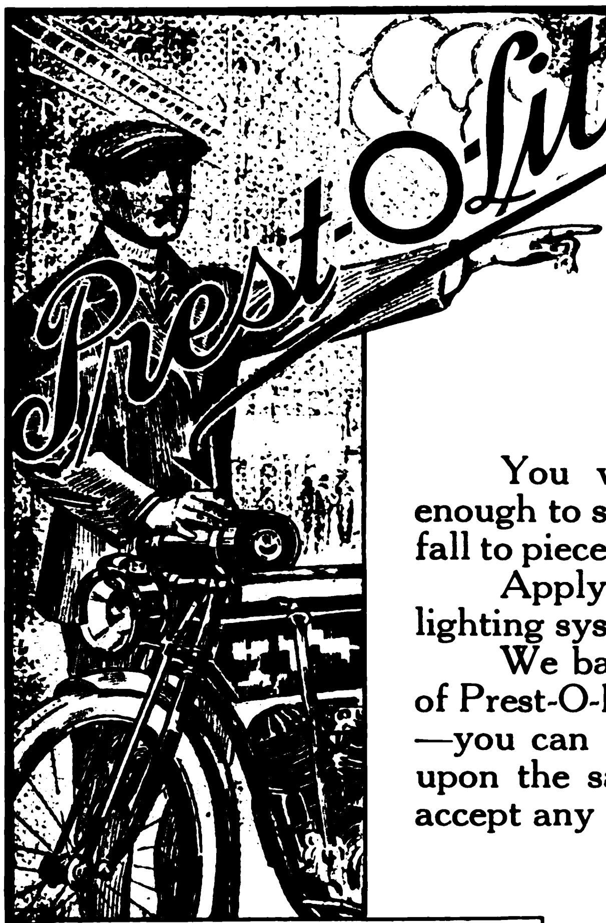
The Indian Parcel Car Has Been Evolved to Handle a Big Volume of Small Package Distribution With Slight Outlay.

The Indian Parcel Car Book should be on the desk of every man who has a delivery problem in his business. It's a collection of facts, figures and pictures which comprise a telling story of the Indian Parcel Car as a clean-cut, clean-sweep commercial proposition. Sent postpaid upon request.

HENDEE MANUFACTURING CO. - - Springfield, Mass.
(*Largest Motorcycle Manufacturers in the World*)
BRANCHES AND SERVICE STATIONS
Chicago, Atlanta, Kansas City, San Francisco, Dallas, Toronto, Minneapolis, Melbourne, Denver, London.

"MEET US AT SARATOGA"

See pages 14, 15, 19, 20 and 21 of this issue.



Prest-O-Lite for Motorcycles

"My Lighting System must be as sturdy as my Motorcycle!"

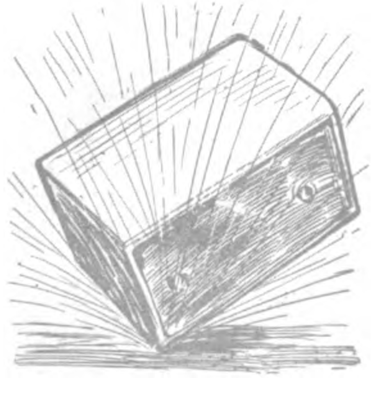
You wouldn't buy a motorcycle not sturdy enough to stand hard usage on rough roads—liable to fall to pieces the first time it tipped over.

Apply the same judgment to the purchase of a lighting system.

We back up the safety, saving, and satisfaction of Prest-O-Lite with a genuine money-back guarantee—you can try it 30 days FREE if you wish. Insist upon the same guarantee and free trial before you accept any other lighting system.

How About This?

Ask any dealer who recommends electric light to drop one of the toy storage batteries three feet on the pavement and see what happens. Then you'll see what would happen to your electric lighting outfit when your machine takes a spill. Some riders have found this out by costly experiment.



Remember!

We have often told you the story of the effect of vibration and jolts on batteries and other delicate apparatus. Experience of motorcycle riders proves the truth of what we say. Your safety is too important for you to take chances on unreliable light. Prest-O-Lite is simple—safe—troubleproof.

In first cost and operating expense, Prest-O-Lite costs far less than any other system of brilliant lighting. It is solid and substantial. Takes no power to operate. The most *convenient* system you can use.

Many dealers offer combinations of equipment at attractive prices. In any such combination you can get Prest-O-Lite instead of some inferior system, if you insist. If you know the facts, you will insist.

Use the coupon

Fill out and mail the coupon—today. It brings you all the facts on motorcycle lighting. Do it NOW.

The Prest-O-Lite Company, Inc.
246 Speedway
Indianapolis, Ind.
(Contributor to Lincoln Highway)

Exchange Agencies Everywhere

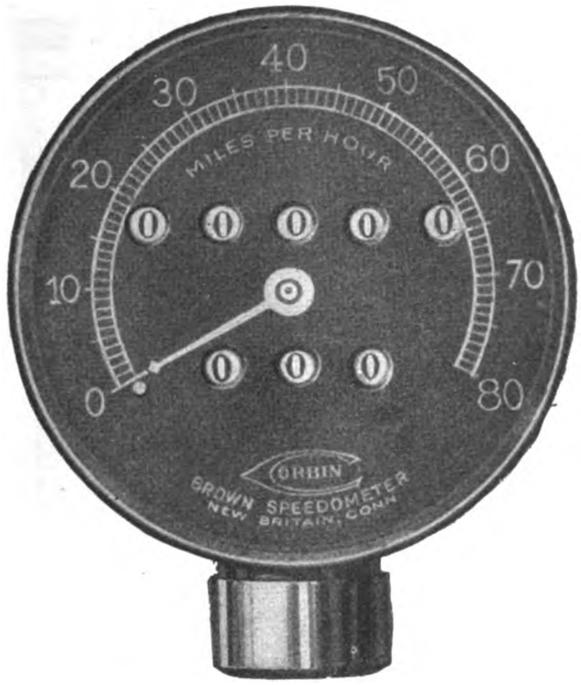
The
Prest-O-Lite
Co., Inc.,
246 Speedway,
Indianapolis, Ind.

Send facts on
motorcycle lighting to

. . . .

. . . .

. . . .



Positive proof outweighs attractive claims.

Clearly demonstrated in the actual, every day run is the superior value of the

CORBIN-BROWN SPEEDOMETER

"The Speedometer of Absolute Accuracy"

in the days work—during which all extremes of heat and cold and all conditions of roads are met—in the rigorous mile after mile grind with the constant proximity of electrical influences—the Corbin-Brown Speedometer maintains an unerringly accurate register. Extraneous conditions of whatever nature leave it totally unaffected.

Both scientific and practical running tests have proved its principle—centrifugal—to be essential to continual accuracy. Its strength and durability are the result of a simple mechanism built by skilled workmen from only the best of materials.

There are no flaws in the Corbin-Brown construction—there are no inaccuracies in its record. You get uninterrupted service plus the protection of a full year's guarantee.

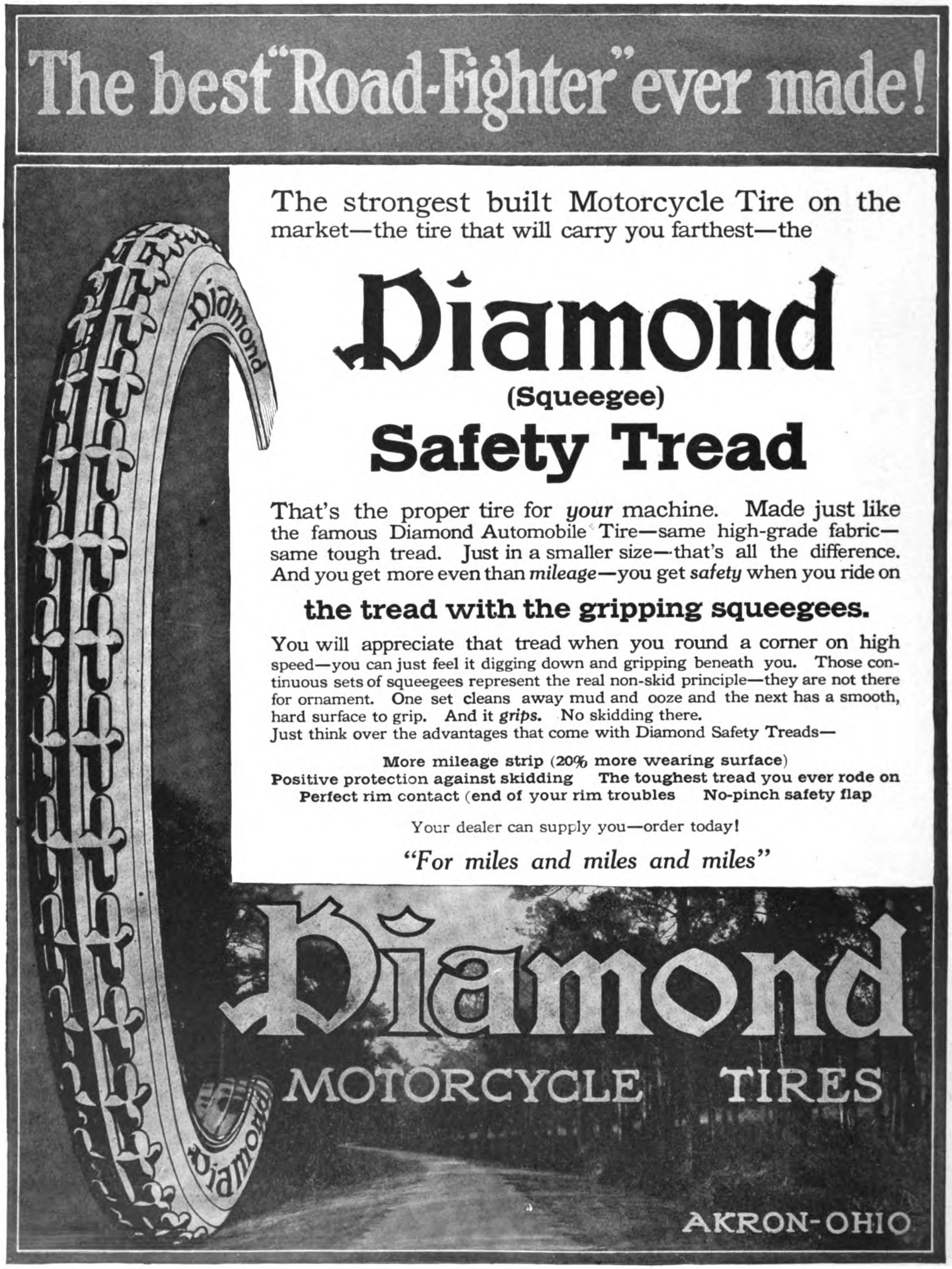
Write today for Catalog

THE CORBIN-SCREW CORPORATION

THE AMERICAN HARDWARE CORPORATION, Successors

NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia



The best "Road-Fighter" ever made!

The strongest built Motorcycle Tire on the market—the tire that will carry you farthest—the

Diamond

(Squeegee)

Safety Tread

That's the proper tire for *your* machine. Made just like the famous Diamond Automobile Tire—same high-grade fabric—same tough tread. Just in a smaller size—that's all the difference. And you get more even than *mileage*—you get *safety* when you ride on

the tread with the gripping squeegees.

You will appreciate that tread when you round a corner on high speed—you can just feel it digging down and gripping beneath you. Those continuous sets of squeegees represent the real non-skid principle—they are not there for ornament. One set cleans away mud and ooze and the next has a smooth, hard surface to grip. And it *grips.* No skidding there.

Just think over the advantages that come with Diamond Safety Treads—

More mileage strip (20% more wearing surface)

Positive protection against skidding **The toughest tread you ever rode on**

Perfect rim contact (end of your rim troubles **No-pinch safety flap**

Your dealer can supply you—order today!

"For miles and miles and miles"

Diamond

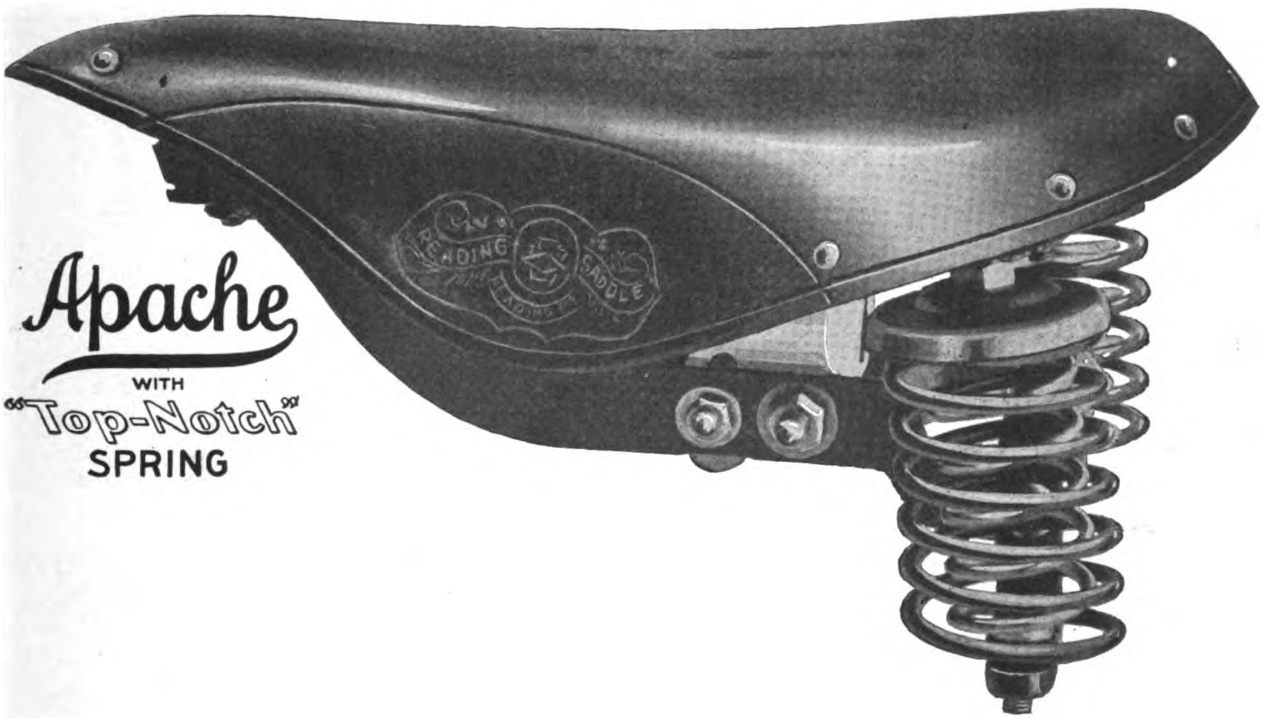
MOTORCYCLE TIRES

AKRON-OHIO

PERFECTION!!!

The Reading Saddle and "Top-Notch" Spring

The Best By Test



A few of the leading features of this saddle and spring

A correct form, easy riding, heavy leather, extra large size seat.

Construction allows low riding position.

The only saddle now on the market so constructed that it will fit any make of motorcycle.

Built for comfort on rough roads.

The "Top-Notch" spring eliminates all jars and shocks on the rebound of the saddle.

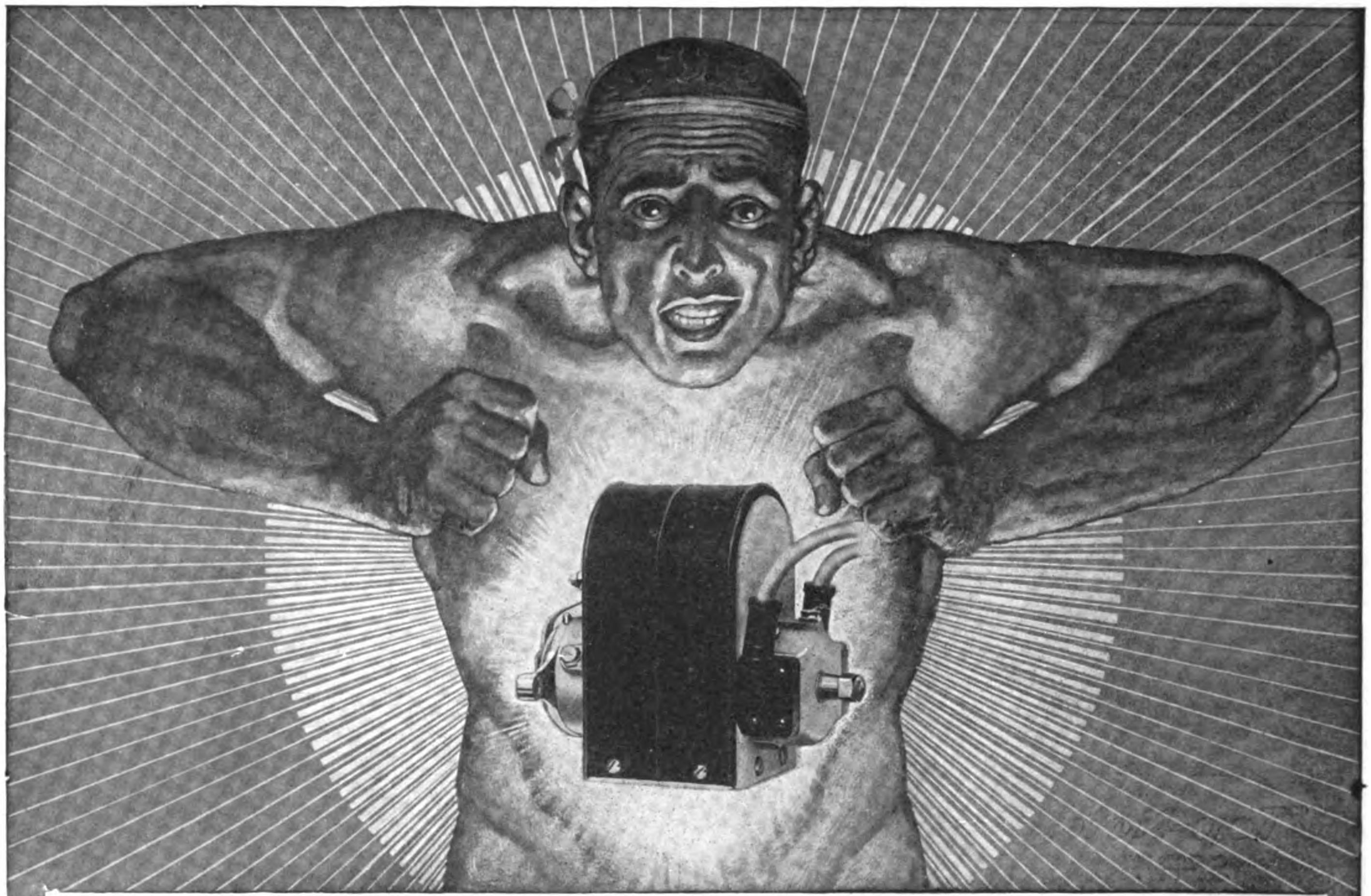
The wide clearance between the spring and seat makes it impossible for the rider to strike the spring, no matter how heavy the rider nor how great the shock.

We Make Saddles to Meet Any Riding Conditions, and Any Price

SEND FOR CATALOGUE

The Reading Saddle and Manufacturing Co.

READING, PENNA., U. S. A.



SAMPLE SPLITDORF SUCCESSES

The famous Jarrott Cup—Great Britain's competitive road classic from London to Land's End and return—was won this year, for the second time, by an *Indian*. The repeat was scored, with regular 1914 *Indian* SPLITDORF MAGNETO equipment, by E. A. Colliver against a field of 138 starters, representing the best riders of Great Britain.

This notable success followed the lowering of four world's records on the famous Brookland's track by a SPLITDORF EQUIPPED 1-cylinder 2-cycle 1½ hp. *Jap* engine of 76 mm. bore by 54 mm. stroke—the flying kilo and mile and standing 5-mile and 10-mile marks falling into the SPLITDORF basket.

Then came the sensational American transcontinental record of Erwin G. Baker. Riding a SPLITDORF MAGNETO EQUIPPED *Indian* the Indianapolis giant made the terribly trying journey from San Diego, California, to New York City in 11 days, 12 hours, 10 minutes.

These sample successes for the Splitdorf MAGNETO speak volumes for the virility of the young SPLITDORF giant. Insist upon SPLITDORF EQUIPMENT—it's necessary.

SPLITDORF ELECTRICAL COMPANY

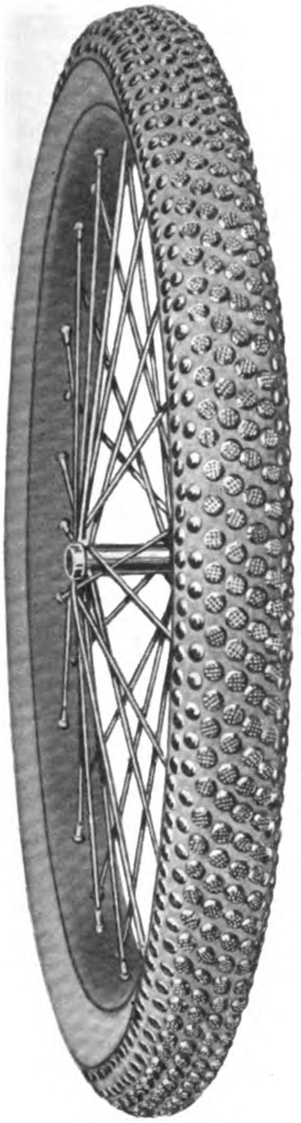
ATLANTA........10-12 E. Harris St.
BOSTON..St. Germain St. & Mass. Ave.
CHICAGO...........64-72 E. 14th St.
CINCINNATI............811 Race St.
DALLAS.............402 S. Ervay St.
LONDON

DAYTON.............427 East 3rd St.
DETROIT.........972 Woodward Ave.
KANSAS CITY......1827 Grand Ave.
LOS ANGELES.....1215 S. Hope St.
MINNEAPOLIS.........34 S. 8th St.
BUENOS AIRES

NEWARK..............290 Halsey St.
NEW YORK........18-20 W. 63rd St.
PHILADELPHIA...210-12 N. 13th St.
SAN FRANCISCO.....1028 Geary St.
SEATTLE.............1628 Broadway
TORONTO

Factory: NEWARK, NEW JERSEY

A 10,000 Mile Guarantee of Tire Protection Backs Every Brictson Detachable Motorcycle Tread



BRICTSON Motorcycle Treads are now sold under a 10,000 mile written guarantee, on a daily mileage basis of 25 miles per day. That means four hundred days' service, and you are freed from worrying over punctures, blowouts, glass cuts, skidding and needless tire expense. Sounds good, doesn't it? And it **is good,** as you will see when you give the treads a trial.

Exclusive Features of Construction Make Brictson Treads Your Best Buy

The Brictson is the only tread that has perfect tension adjustment from all points of the circle. Cannot slip or slide on casing in any direction. Natural inflation of the tire fastens it in position. No hoops, hooks, buckles or spring fasteners—simply clamps between bead of casing and rim, so is "quick detachable." The soft pliable chrome leather, of which it is made, gives you the full benefit of the pneumatic tire. Steel studs on surface give perfect traction and protection. No rivets or studs in contact with rubber casing. Perfectly smooth on the inside.

If Your Dealer Cannot Show You Brictson Treads Order Direct From Us On 10 Days Free Trial

Use the coupon for quick action, attaching check or money order. If treads do not prove perfectly satisfactory, return them and your money will be refunded. You run no risks. See list below for prices.

Price of Brictson Detachable Tread

26x2¼	$8.30	28x2¼	$8.95	28x3	$11.70
26x2½	8.60	28x2½	9.50	29x2¾	11.70
26x2¾	0.50	28x2¾	10.25	29x3	12.00

O. A. BRICTSON, Pres.

THE BRICTSON MFG. CO.

Main Office and Factory: 2564 Brictson Bldg., Brookings, South Dakota

BRANCH OFFICES:

Dept. 2564, 182 Friend St., Boston.
Dept. 2564, 250 West 54th St., New York.
Dept. 2564, 611 Bulletin Bldg., Philadelphia.
Dept. 2564, 1036 Majestic Bldg., Detroit.
Dept. 2564, 1201 Hartje Bldg., Pittsburg.
Dept. 2564, 2009 S. Michigan Ave., Chicago.
Dept. 2564, 3150 Locust St., St. Louis.
Dept. 2564, 909 Monadnock Bldg., San Francisco.

Coupon Order Blank

O. A. Brictson, President,
The Brictson Mfg. Co.,
2564 Brictson Bldg.,
Brookings, So. Dak.

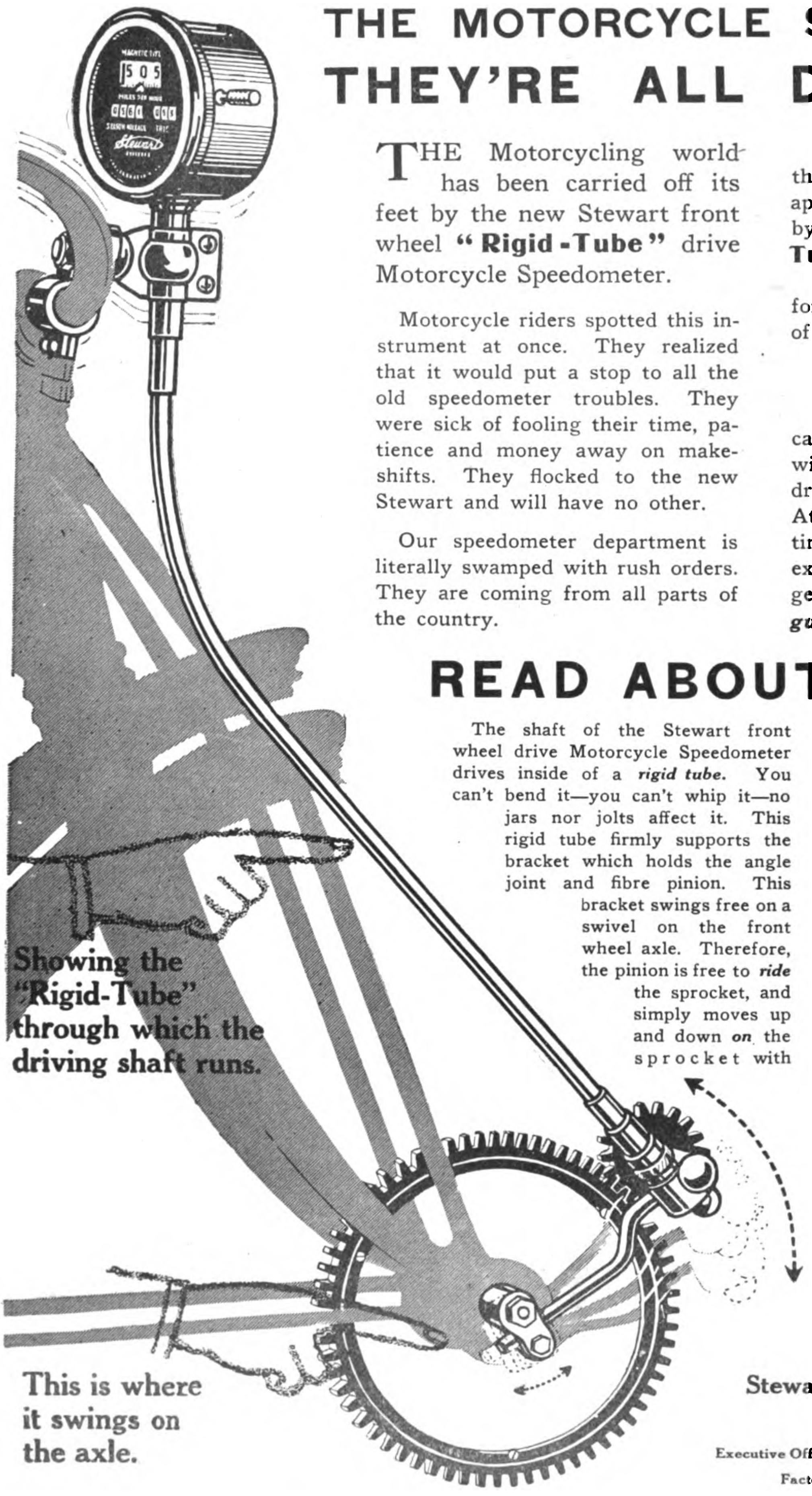
Enclosed please find........in the sum of $........ for which ship by exp. or fgt.........(quantity)........ Brictson Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed ....

....

....

THE MOTORCYCLE SPEEDOMETER THEY'RE ALL DEMANDING



THE Motorcycling world has been carried off its feet by the new Stewart front wheel "**Rigid-Tube**" drive Motorcycle Speedometer.

Motorcycle riders spotted this instrument at once. They realized that it would put a stop to all the old speedometer troubles. They were sick of fooling their time, patience and money away on make-shifts. They flocked to the new Stewart and will have no other.

Our speedometer department is literally swamped with rush orders. They are coming from all parts of the country.

Every motorcycle dealer knows that the speedometer problem, as applied to motorcycles, is now solved by our new front drive **"Rigid-Tube"** model. They all endorse it. Write for our testimonials. Note for yourself the enthusiastic praises of actual users.

30 DAYS FREE

Go to the nearest dealer. If he can't supply you, write us and we will send you a Stewart front wheel drive motorcycle speedometer direct. Attach it. Try it 30 days. If in that time it does not come fully up to expectations, return it and you will get your money back ***without argument.*** Get your order in today.

READ ABOUT IT HERE—

The shaft of the Stewart front wheel drive Motorcycle Speedometer drives inside of a *rigid tube.* You can't bend it—you can't whip it—no jars nor jolts affect it. This rigid tube firmly supports the bracket which holds the angle joint and fibre pinion. This bracket swings free on a swivel on the front wheel axle. Therefore, the pinion is free to *ride* the sprocket, and simply moves up and down *on* the sprocket with **each up-and-down movement of the road wheel. Thus all the jolts and jerks are taken up, without any injury whatever, by the swiveling bracket (see illustration). The instrument is our famous "magnetic type." It indicates all speeds (even fractions of a mile) from 0 to 80 miles per hour. Season odometer registers 10,000 miles and repeat; trip odometer registers 100 miles and repeat and can be re-set, at any time. to any figure, or way back to "0." The price of the Stewart front wheel drive Motorcycle Speedometer is only**

Showing the "Rigid-Tube" through which the driving shaft runs.

This is where it swings on the axle.

$12

Complete and fully guaranteed

Stewart-Warner Speedometer Corporation,

Executive Offices: **1972 Diversey Boulevard, Chicago.**
Factories: **Chicago and Beloit, Wisc.**

Seventeen branches. Service Stations in all cities and large towns.

MILES
10 20 30 40 50 60 70 80
0 0 0 0
0 0 0
JONES
MODEL 12
MADE IN NEW YORK U.S.A.
PATENTED SEPT. 22 1908
THE
H. W. JOHNS-MANVILLE CO.
GUARANTEES
THE
JONES SPEEDOMETER
to be free from defects
in material or workmanship, and will gladly replace any such instrument found so defective, or any part of any instrument found so defective, free of charge, without question, quibble or controversy. The J-M guarantee behind any J-M Product means that the user MUST be satisfied.
H. W. JOHNS-MANVILLE CO.
Madison Ave. and 41st Street, New York City

Accuracy *plus* Legibility *plus* Service

The sum total of efficient Speedometer equipment and the three qualities that reach their maximum in the

Jones Speedometer
Centrifugal Principle

Its ACCURACY is based on the law of Centrifugal Force, absolute as gravity, unaffected by changes in temperature, electrical influences or vibration.

Its LEGIBILITY is based on the **Stationary** Speed Scale,—constantly in full view—and on the large indicating hand that moves **steadily** across the widely spaced figures.

The Johns-Manville SERVICE you get as a part of the Jones Speedometer insures promptness, efficiency and courtesy, wherever you may be, in replacing any part accidentally broken, in readjusting instruments to suit different tires or in any other capacity in which Service is required.

Other J-M Accessories

J-M (Mezger) Soot-Proof Spark Plug
J-M Mobilite Electric Lamps

JOHNS-MANVILLE SERVICE COVERS THE CONTINENT

EVERY motorcycle accessory advertised in connection with this emblem is a proven product, backed by the resources and reputation of a firm over a half a century old, and sold plus the assurance of a reliable Service now in actual operation in every important city of North America.

$10—First cost the only cost

Sure to be heard

Sure to respond

Incessant traffic noises drown the weak-voiced horn. Your warning signal must rise clear, sharp and strident above the street racket. Moreover, it must be certain in action. A horn that you cannot depend on is worse than no horn at all.

LONG HORN
INVENTED BY G. F. LONG

"Leaves Nothing to Chance"

A purely mechanical warning signal. Operated by direct hand pressure on the knob. Volume of sound varies in intensity from polite appeal to peremtory command, flexible as the human voice. Won't fail because it can't fail, as it does not depend on batteries, wires or any other unreliable devices. Wear-proof, fool-proof, practically indestructible. All parts self-contained. Easily attached, requires no attention save occasional oiling, and is built to last indefinitely.

Write Nearest Branch for Booklets

H·W·JOHNS-MANVILLE CO·

Akron
Albany
Atlanta
Baltimore
Birmingham
Boston
Buffalo
Charlotte
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Cincinnati
Cleveland
Columbus
Dallas
Dayton
Denver
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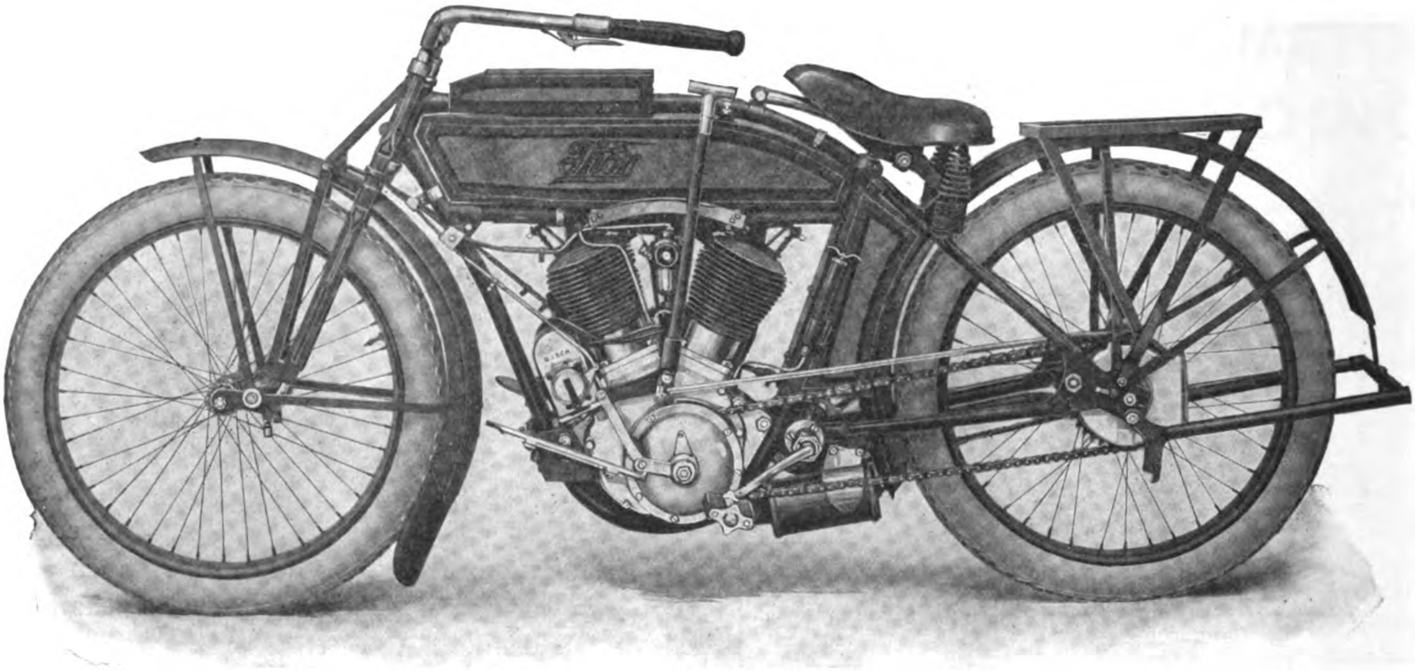
Duluth
Galveston
Houghton
Houston
Indianapolis
Kansas City
Los Angeles
Louisville
Memphis
Milwaukee
Minneapolis
Newark, N. J.
New Orleans
New York
Omaha
Philadelphia
Pittsburgh
Portland, Ore.
Rochester
St. Louis
St. Paul
Salt Lake City
San Francisco
Seattle
Syracuse
Toledo
Washington
Wilkes-Barre
Youngstown

THE CANADIAN H. W. JOHNS-MANVILLE CO., LTD. Toronto Montreal Winnipeg Vancouver



MORE THAN A MERE MOTORCYCLE

Wherever there is wisdom in Motorcycle circles there is the realization that the THOR is the best built of American Motorcycles. Insiders know it. The parts men know that the THOR factory always demands something "better." The mechanical-minded realize that part for part the

The Blue Ribbon of American Motorcycling

Thor

The Quality Motorcycle of the World

is more carefully put together, more surely adjusted, stronger for strains, than any other machine. We lay no claims to tremendous output, but QUALITY output. Note this fact: There are many enough THORS made each year to insure a minimum manufacturing cost; there are few enough to insure their quality. Come along with us now, you whose mind is still in the making, and get acquainted with the THOR and its makers. Learn what APPLIED EFFICIENCY means. We offer you, in the THOR, the blue ribbon of American Motorcycling.

Now Sold at Popular Prices

Model 14A, 9-14 H. P. TWO COLOR BLUE	$275
Model 14U, 7-9 H. P. TWO COLOR BLUE	$250
Model 14W, 5-7 H. P. WHITE OR BLUE	$225
Model 14M, 4-5 H. P. WHITE OR BLUE	$200

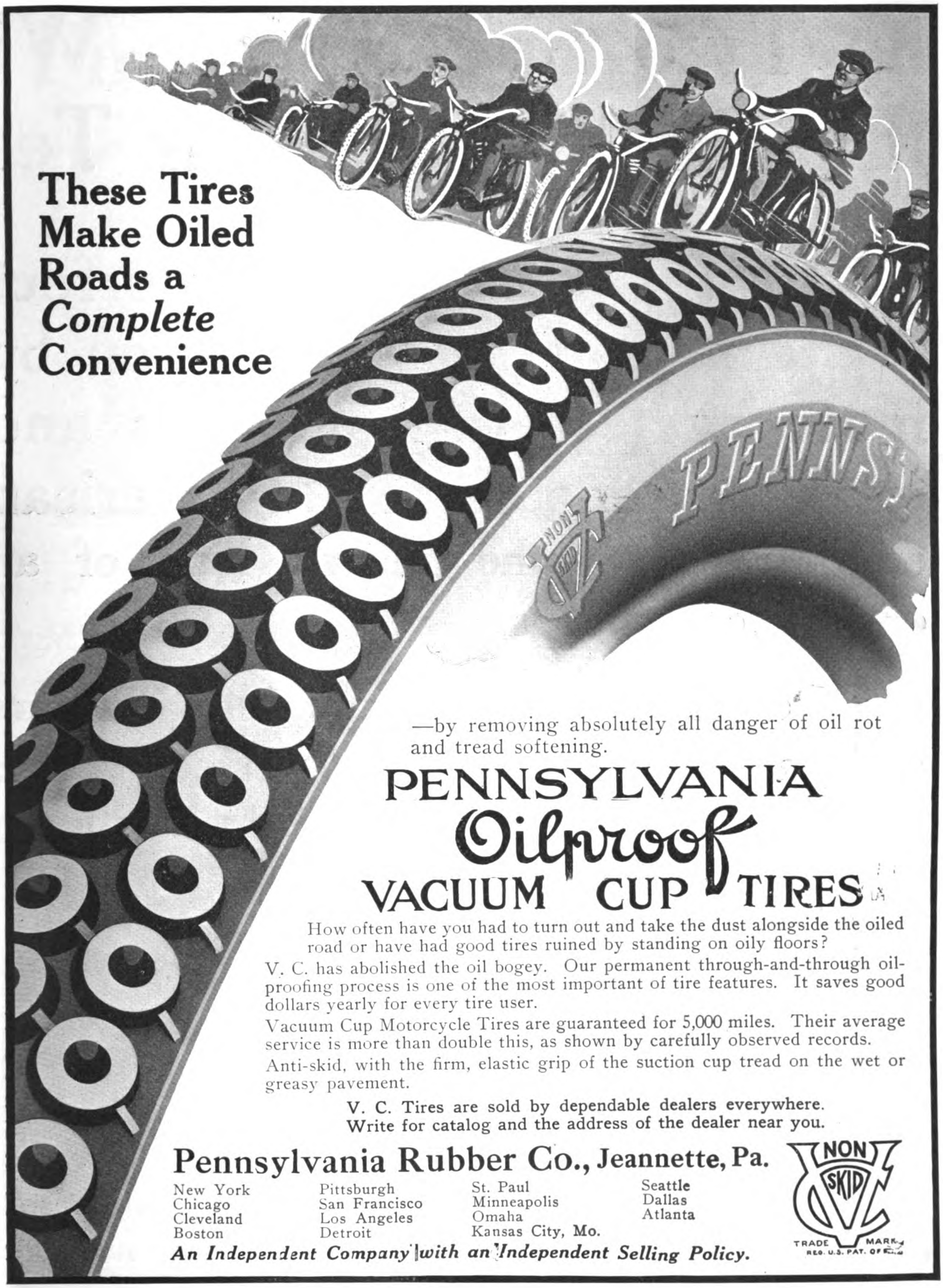
Optional—Two Speeds on all Models—$40 Extra

We'll welcome you at our factory any time. Call now or write for catalog. THOR Dealers everywhere are happy because they have already sold from two to three times as many THORS as during the entire last season.

AURORA AUTOMATIC MACHINERY CO.

General Office:
THOR BUILDING, 1307 MICHIGAN AVE.
CHICAGO

General Sales Office and Works:
361 WEST SUPERIOR ST.
CHICAGO



These Tires Make Oiled Roads a *Complete* Convenience

—by removing absolutely all danger of oil rot and tread softening.

PENNSYLVANIA
Oilproof
VACUUM CUP TIRES

How often have you had to turn out and take the dust alongside the oiled road or have had good tires ruined by standing on oily floors?

V. C. has abolished the oil bogey. Our permanent through-and-through oil-proofing process is one of the most important of tire features. It saves good dollars yearly for every tire user.

Vacuum Cup Motorcycle Tires are guaranteed for 5,000 miles. Their average service is more than double this, as shown by carefully observed records.

Anti-skid, with the firm, elastic grip of the suction cup tread on the wet or greasy pavement.

**V. C. Tires are sold by dependable dealers everywhere.
Write for catalog and the address of the dealer near you.**

Pennsylvania Rubber Co., Jeannette, Pa.

New York
Chicago
Cleveland
Boston
Pittsburgh
San Francisco
Los Angeles
Detroit
St. Paul
Minneapolis
Omaha
Kansas City, Mo.
Seattle
Dallas
Atlanta

NON SKID
TRADE MARK
REG. U.S. PAT. OFF.

An Independent Company with an Independent Selling Policy.

The Two-Speed Yale Wins Earned by a Sidecar Team

FOR the first time a perfect team score has been won by motorcycles with sidecars and extra passengers in an American endurance run—the hardest kind of an endurance run, too.

Three Two-Speed Yales with sidecars and passengers won three perfect scores in the gruelling 435-miles grind of the New Jersey Motorcycle Club, Newark to Baltimore and return, May 30-31.

The difficulties of the course were so severe, and the obstacles to be overcome so trying, that many predicted that no motorcycle with sidecar would finish the run. It was too hard a test—too much to expect of any machine, they said.

But the indomitable ability of the Two-Speed Yale carried it irresistibly foward in spite of conditions that had been

ıe First Perfect Score Ever ı an Endurance Contest

Victorious Yale Sidecar Team in New Jersey Run

thought overpowering—with sidecar and passenger the "Big Y" easily conquered the towering hills, forged steadily through the miserable back roads, and glided smoothly and swiftly over the bumps, water-breaks and boulders that made part of the course impassable for so many riders even without the extra weight of a sidecar and passenger, and carried Jacobs, Robertson and Wessling, with their passengers, right on schedule time throughout the 435 miles.

Every Two-Speed Yale gives just such wonderfully able service to its owner. Every "Big Y" is built to succeed. The machines ridden by Jacobs, Robertson and Wessling were ordinary stock Yales, just like those sold by all Yale agents. Any dealer can appreciate the advantage of selling a machine of such proven road supremacy.

THE CONSOLIDATED MFG. CO. 1730 FERNWOOD AVE.
TOLEDO, OHIO

Pacific Coast Representative, THE YALE-CALIFORNIA CO.,
Los Angeles and San Francisco.

Makers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing and all kinds of Drop Forgings.

MOTORCYCLES
INDIAN
EXCELSIOR
COMPANY

7000 Miles for "Uncle Sam"

Empire Tire Co.,
Indianapolis, Ind.

Gentlemen:-

I have used your tires on my motorcycle for eleven (11) months, that is, in use every day that weather permits, on a Rural Route twenty-six (26) miles in length.

I cannot give the correct number of miles these tires have traveled (it is above the 7,000 mile mark), but they have been wonderful and I can always be counted on to "boost" EMPIRE TIRES.

Yours respectfully,
JOHN POMEROY
Tippecanoe, Ind.

EMPIRE RUBBER & TIRE CO.

Factories: Trenton, N. J.

Power **Speed**

The Rider Demands a Proven Machine

The day of experimenting is past. The motorcycle industry has reached a stage where a machine with any "rough edges" should not be tolerated. This is the day of the finished—the polished—product. The EMBLEM for the past six years has kept pace with the evolution of the motorcycle. The

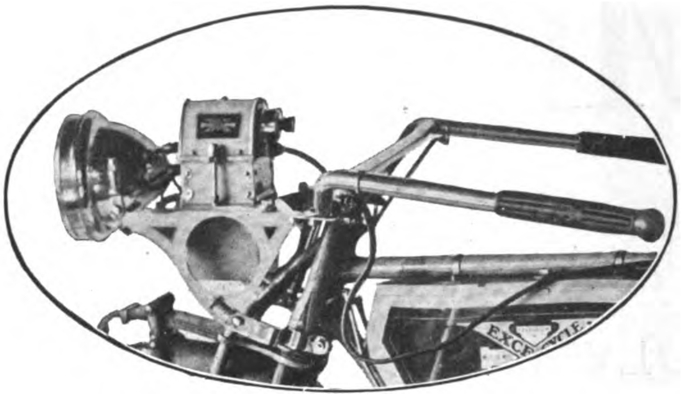
EMBLEM

has been proven by **years** of service on road and track. It has performed deeds that for each consecutive year have stood forth as the representative records of the season, and some EMBLEM feats have still to be equalled by other machines. That is why we say that the rider's demand for a **proven** machine is best met in that doughty doer of deeds, the ever-economical, always reliable EMBLEM.

Write for the rest of the EMBLEM story — today.

Emblem Manufacturing Company
Angola, Erie County, N. Y.

Endurance **Silence**



"Old Sol" Electric Light as Fitted to Excelsior.

Hard Riders Endorse the "Old Sol" Electric Light System

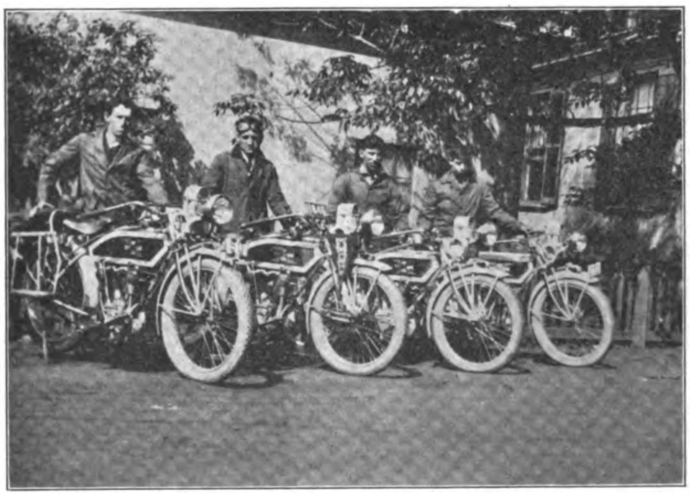
No harder riders can be found than the four men shown here. Their sole duties are to find flaws in the Excelsior's perfect service. Their savage treatment of these machines calls for the finest kind of workmanship in order to stand up under the terrible grind. Every Excelsior tried out by Stanley Kellogg, Eastern Distributor for Excelsior motorcycles, is fitted with the "Old Sol" Electric Lighting System, and its unfailingly reliable service has proven that "hard knocks" cannot "dent" its absolute perfection in action.

Write for further details.

Hawthorne

Mfg. Co.

35 Spruce Street



Bridgeport,

Conn.

U. S. A.

Pacific Coast Representative, L. B. Stevens, 219 Grosse Bldg., Los Angeles, Calif.

Middle Western Representative, Floyd C. West, Room 1518, Fisher Bldg., 343 S. Dearborn St., Chicago, Ill.

"MEET US AT

Every Motorcyclist is invited to spend the Fourth of July holidays on one of the big tours leading to Saratoga Springs,

JULY THIRD, FOURTH AND FIFTH

Come and see the championship races on the Saratoga track, the finest in the United States.

Enjoy the dinner, entertainment and a general good time as the guests of

MOTORCYCLE ILLUSTRATED

PROGRAM:

Wednesday, July 1, and Thursday, July 2.—On the road.

Thursday evening. — Arrival in Albany.

Friday morning.—Leave Albany and arrive at Saratoga Springs about 10 o'clock.

Friday afternoon. — Race meet.

Friday evening. — Dance and entertainment.

PROGRAM:

Saturday morning.—Convention and parade.

Saturday afternoon.—Races.

Saturday evening. — Dinner under the auspices of Motorcycle Illustrated.

Sunday.—Tour to either Lake George or Saranac, returning to Saratoga Springs in the afternoon.

Monday morning. — Start for home.

TOURS WILL START:

NEW YORK STATE TOUR

Leave Buffalo, 8 o'clock, Wednesday morning, July 1.
Leave Rochester, 1 o'clock, Wednesday afternoon, July 1.
Leave Syracuse, 8:30 o'clock, Thursday morning, July 2.
Leave Utica, 12:30 o'clock, Thursday afternoon, July 2.
Arrive in Albany, 6:30 o'clock, Thursday evening, July 2.

Erie, Cleveland, Jamestown, Pittsburgh delegations, and riders from other Western and Canadian towns should join at Buffalo and reach that city in time to start at 8 o'clock Wednesday morning.

Elmira, Ithaca, and Oswego riders join at Syracuse, leaving Syracuse, 8:30 o'clock Thursday morning.

Binghamton, Scranton, Oneonta and Watertown delegations and riders from other parts of central New York should join at Utica, Thursday morning.

WASHINGTON TO ALBANY

Leave Washington, D. C., at 8 o'clock Tuesday morning, June 30.

Leave Baltimore, Hagerstown, Gettysburg, Harrisburg, Reading, and other points in Pennsylvania, Maryland, Virginia, Delaware and Southern States in time to reach Philadelphia either Tuesday evening or early Wednesday morning.

Leave Philadelphia, 10 o'clock, Wednesday morning, July 1.

Leave Trenton, N. J., 1 o'clock, Wednesday afternoon, July 1.

Arrive in New York City, 5:30, Wednesday afternoon, July 1.

Leave Atlantic City, 8 o'clock, Wednesday morning, July 1.

Leave Lakewood, 1 o'clock, Wednesday afternoon, July 1.

Leave Asbury Park, Long Branch, etc., at noon Wednesday.

Leave other Jersey towns in time to reach New York City either Wednesday night or early Thursday morning.

SARATOGA”

NEW YORK CITY TO ALBANY

Leave New York City, 8 o'clock, Thursday morning, July 2, from Columbus Circle.

Leave Poughkeepsie, 1 o'clock, Thursday afternoon, July 2.

Arrive in Albany, 6:30 o'clock, Thursday evening, July 2.

Riders from Southeastern New York State, west of the Hudson River, should join the New York tour at Poughkeepsie Thursday noon.

NEW ENGLAND TOURS

Leave Providence, Boston, and other cities in Eastern Massachusetts and Rhode Island so as to arrive in Worcester, Wednesday evening, July 1.

As Providence and Boston are only 44 miles from Worcester, riders from these two cities can start after business hours and reach Worcester by 8 o'clock in the evening.

Leave Worcester at 9 o'clock, Thursday morning, July 2.

Leave Springfield at noon, Thursday, July 2.

Arrive in Albany, 6:30, Thursday evening, July 2.

Riders leaving Hartford, New Haven, and other points in Connecticut, Massachusetts, Vermont, New Hampshire, and Maine should arrange to reach either Boston at 5 o'clock, Wednesday afternoon, July 1; or Worcester, 9 o'clock, Thursday morning, July 2; or Springfield at noon, Thursday, July 2.

All tourists leave Albany Friday morning, arriving at Saratoga Springs at 10 a. m.

Saratoga is one of America's Beauty Spots and you are sure to enjoy yourself there.

All the hotels have agreed to allow reduced rates to all who come in on the tours.

If you intend to be with us, notify your Club Secretary, your dealer, and also write at once to

MOTORCYCLE ILLUSTRATED

51 Chambers Street New York City

IMPORTANT!

In order that we may arrange for the entertainment of our guests, it is necessary that you tear off, fill in, and mail to us *at once* the attached blank. There is no fee and all motorcycle riders are invited to join the tours absolutely free of charge. Each rider sending in this blank will, upon his arrival in Saratoga, receive an appropriate souvenir and free tickets for the dinner, etc.

Fraternally yours,

MOTORCYCLE ILLUSTRATED.

(See page 19 for map of tours)

Motorcycle Illustrated
51 Chambers Street, New York City

Don't send in this coupon unless you really intend to go.

Gentlemen: I intend to be with you at Saratoga. I will join the tour at

......................................, on ....
(Name of Town and State) (Write date here)

Name ....

Street Address ....

Town and State ....

Satisfied Customers

Everywhere Praise Pope Two Speed Motorcycles

From Cincinnati, Ohio, May 2nd

"The Two Speed arrived and we have been trying her out. She is a dandy. For ease in riding, quietness and no rattling it has no equal."

From Dayton, Ohio, May 4th

"This machine was delivered the same day as received, the customer certainly is pleased.

"As for easy riding, this machine has it over all others so far that they can't be seen."

From New Haven, Conn., May 5th

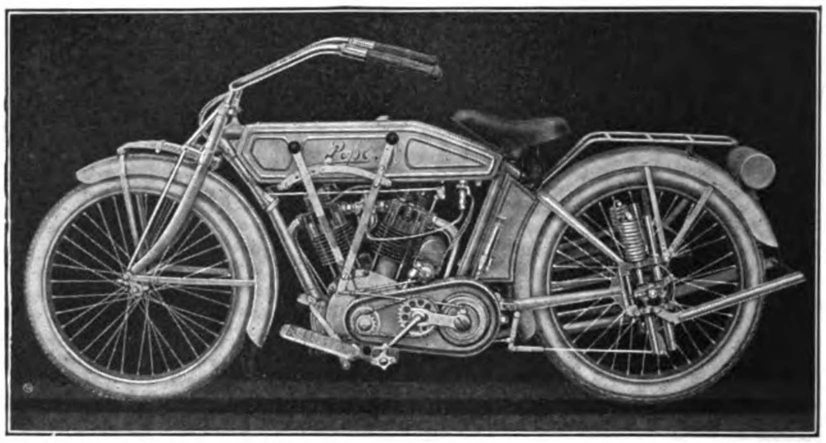
"I received the new Model R-14 POPE, and although it has not been ridden far, it certainly proves itself to be the last word in motorcycle perfection."

From Portland, Oregon, May 6th

"We received the Pope Two Speed a few days ago and have tried the same out, and the boys who have ridden it state it works wonders."

From R. L. Sherman in Endurance Run, May 30th

"The awful sand and terrible hills were easily conquered by the Two Speed machine. I could not have finished the run on any other make."



Model R-14, $285

Selective Type Two Speed.
Interlocking Levers Release Clutch Before Gear Change.
"Automobile Heavy" Transmission Parts.
Free Motor Foot Crank Starter.
Lifting On To Stand Eliminated

From Milwaukee, Wis., May 23rd

"It is, in my opinion, the finest motorcycle made today. The man who owns the first Two Speed sent to me has ridden for about three weeks, covering 1410 miles."

From Buffalo, N. Y., May 23rd

"Please rush five Model R-14 Two Speed Pope Twins at once, as we have sold the seven machines that we received."

From Cedar Rapids, Iowa, May 25th

"Two Speed demonstrator arrived yesterday. Wish to compliment you on this machine. It's a beauty."

From Seattle, Wash., May 22d

"We received our Two Speed POPE on May 20th in good order. Today we sold it. We are proud of this sale; the machine remained only 36 hours in our store. It is a wonderful machine and we congratulate you in turning out such a beautiful model."

Complete Catalog Giving Full Description of All Models for the Asking. To Try a POPE is to Buy and Ride

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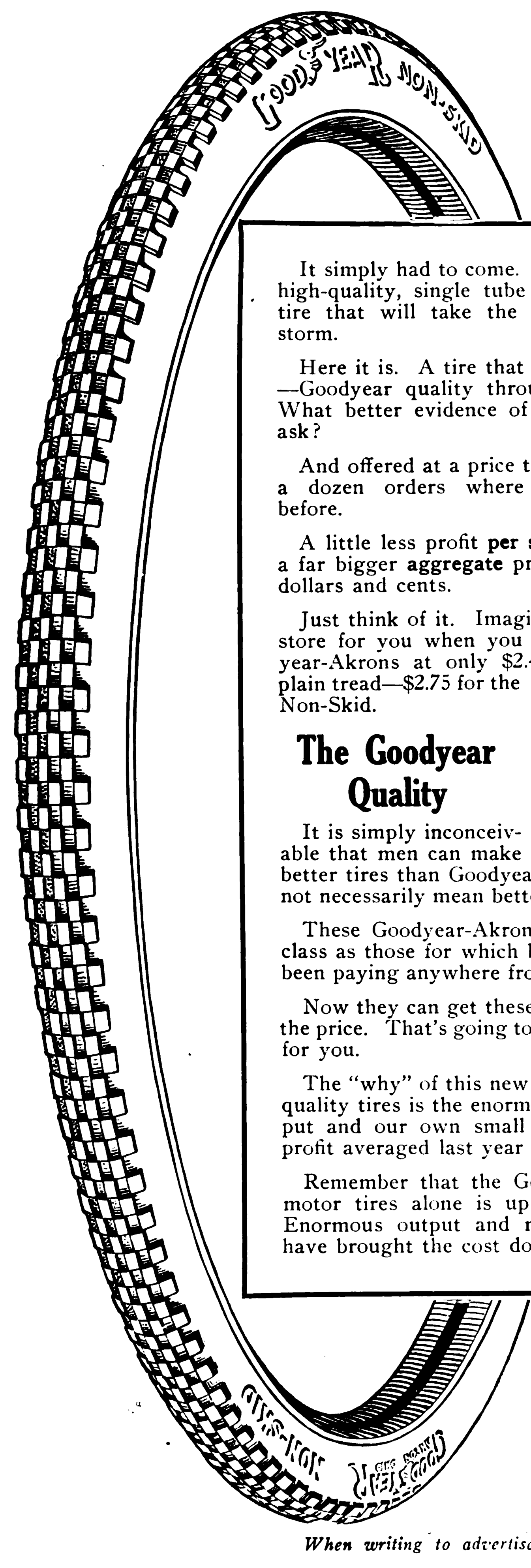
THE POPE MANUFACTURING COMPANY

11 Cycle Street
Westfield, Mass., U. S. A.



Bicycle Tire Sensation!

The Goodyear-Akron Tire. New Price. New Quality.
The Greatest Proposition Ever Offered to Dealers.

It simply had to come. A popular-priced, high-quality, single tube Bicycle Tire. A tire that will take the bicycle world by storm.

Here it is. A tire that is Goodyear-made—Goodyear quality through and through. What better evidence of worth could you ask?

And offered at a price that will bring you a dozen orders where only one came before.

A little less profit **per sale**, perhaps—but a far bigger **aggregate** profit in good, hard dollars and cents.

Just think of it. Imagine the business in store for you when you offer these Goodyear-Akrons at only $2.48 apiece for the plain tread—$2.75 for the Non-Skid.

The Goodyear Quality

It is simply inconceivable that men can make better tires than Goodyear. High prices do not necessarily mean better value.

These Goodyear-Akrons are in the same class as those for which bicycle riders have been paying anywhere from $4.25 apiece up.

Now they can get these at just about half the price. That's going to mean big business for you.

The "why" of this new low price for such quality tires is the enormous Goodyear output and our own small profit. Goodyear profit averaged last year but 6½%.

Remember that the Goodyear output of motor tires alone is up to 10,000 a **day**. Enormous output and modern equipment have brought the cost down and down.

Remember, too, that rubber prices have dropped many times in the last three years. Here is a still further saving.

Goodyear-Make

Bear in mind that Goodyear Automobile Tires hold top place in Tiredom. They outsell any other. So do Goodyear Motorcycle Tires. The Goodyear-Akron single-tube Bicycle tire is made by the same experts in the same factory, and by the same Goodyear standards.

Some grades of tires can be sold for less, but none can make a tire **worth** more.

The thing that will count for you with your customers on Goodyear-Akrons is Goodyear Quality **plus** this new, low, popular price.

Advertised to Millions

And month by month Goodyear-Akrons are being advertised to over twenty million families through such papers as the Saturday Evening Post, Cosmopolitan, American Boy, St. Nicholas, Youth's Companion and some twenty-five other well-known publications.

This advertising will ask bicycle owners to send their orders direct to Akron—until dealers have had an opportunity to put in a small stock. *But note this carefully:* THE PROFIT ON EVERY SINGLE ORDER THAT COMES IN TO US WILL BE TURNED OVER TO A GOODYEAR DEALER, IF THERE IS ONE IN THE NEIGHBORHOOD.

It is a dealer campaign through and through—a big winning campaign based on tremendous output, Goodyear quality, popular prices.

GOODYEAR
AKRON, OHIO
Bicycle Tires

The Big Book

To help you sell these tires a big 42 page book of sales helps is now on the press. Get your name in for one now. Costs nothing. Money can't buy this book, but if you are interested in Goodyear-Akrons you can have one for the asking.

Act today for the biggest bicycle tire business ever. Two million bicycle tires will be used this year. Use the coupon—N-O-W.

The Goodyear Tire & Rubber Company

Dept. M. I. Akron, Ohio

Branches and Agencies in 103 Principal Cities

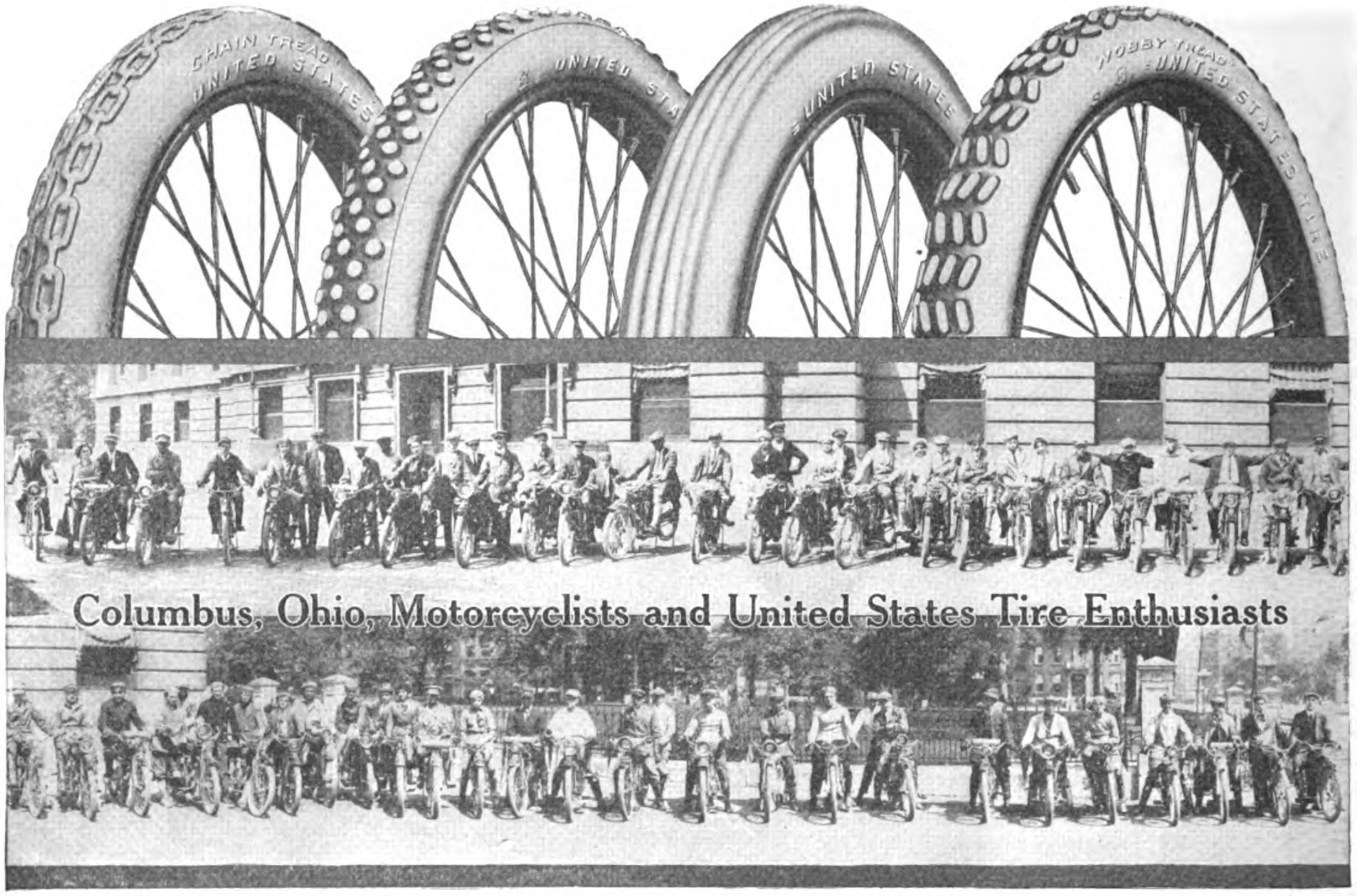
The Goodyear Tire & Rubber Co.
Bicycle Tire Department
Akron, Ohio

Without charge or obligation reserve your big book "New Ways to New Business" for me. Also send dealer's proposition on Goodyear-Akron Bicycle Tires.

Name ....

Line of Business..............................

Address ....
(M. I.)



Columbus, Ohio, Motorcyclists and United States Tire Enthusiasts

Motorcycling is the Chosen Sport of Thousands and United States Tires Have Helped to Make It Economical

The economical, efficient, safe motorcycle of today has opened the great outdoors to millions of enthusiastic sportsmen.

Clever manufacturers have made the motorcycle a marvelously economical means of transportation for either business or pleasure.

We, the makers of United States Tires, have done our share in reducing the upkeep of the motorcycle. We make tires that withstand the wear and tear of motorcycling.

United States Motorcycle Tires are big, thick tires of unusual strength. Every yard of fabric that goes into them is carefully woven and carefully tested. The rubber in United States Motorcycle Tires is of the very best quality.

Equip your motorcycle with United States Tires. You will be troubled by fewer punctures and will get more mileage.

Today United States Motorcycle Tires stand alone in a class absolutely by themselves and are acknowledged to be the standard motorcycle tires of the world. Their overwhelming popularity is a known fact.

In one year—1913—the sales of the UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the

Largest Rubber Company in the World

MOTORCYCLE
ILLUSTRATED
Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers Street, New York City

ENTHUSIASTIC OVER SARATOGA RALLY

Mid-Summer Gathering Promises to Be a Record-Breaker In Every Way—Dealers, Clubs and Riders Working With Motorcycle Illustrated to Make Affair a Success

"MEET Us At Saratoga." This slogan is ringing through the entire Eastern territory. Never has so much enthusiasm been shown for any motorcycle event as is evident for the big Mid-Summer Motorcycle Rally, planned by this paper for Saratoga Springs, July 3, 4 and 5, and it now seems apparent that the desire to make this the biggest and most successful motorcycle gathering ever held anywhere will be fulfilled.

A representative of MOTORCYCLE ILLUSTRATED who is traveling through New York and New England visited several of the up-State clubs during the past week or ten days and reports enthusiasm everywhere. Motorcycle clubs in Schenectady, Albany, Amsterdam, Poughkeepsie, Peekskill, Glens Falls and Newburgh have all held enthusiastic meetings, and the majority of their members have signed entry blanks signifying their intention to join the big tours.

Liberal Advertising

Thousands of posters, circulars and mailing slips have been sent out throughout the entire Eastern territory, business men in and around Saratoga, dealers everywhere and all interested are enclosing in every piece of mail matter going out attractive slips advertising the tours and race meet. The members of the special joint committee of the Saratoga Business Men's Association and Motorcycle Club are working hard to do everything in their power to make the Rally the greatest possible success. Every trolley car running from Albany and Schenectady to Warrensburgh will have placed on it a large banner advertising the rally and races. A large banner 16 by 6 feet has been strung across Broadway at Saratoga, and is attracting great attention. The hotels at the Meet city have all agreed to entertain motorcyclists attending the rally at special rates, and arrangements are now being made for proper garage accommodations.

At the official hotel in Saratoga arrangements will be made whereby the trade may have exhibits that may be viewed by the riders and the crowds attending the races and other events.

Some of the Details

Secretary C. Henry Guyer and Edgar L. Potter, of the Albany Motorcycle Club, are working hard to make arrangements to take care of the riders in that city on the night ot July 2, and have secured special rates at a number of the Albany hotels ranging from 50 cents to $1 for the night. Garage facilities will also be secured at a reasonable rate, and provisions will be made for supplying gasoline for those who may not be able to leave New York with the tours, but who will come up on the Albany night boats, from which special rates will be secured. In this connection, it will be necessary for all those intending to take the night boat to notify MOTORCYCLE ILLUSTRATED at once so that the special party rate may be secured. The Albany Motorcycle Club is planning for a big meeting on the evening of the 16th in the rooms of the Chamber of Commerce, at which clubs and riders from Albany, Troy, Schenectady, Amsterdam and all the surrounding territory will be present.

The tours from the various points will be as follows:

New York State Tour

Leave Buffalo, 8 o'clock, Wednesday morning, July 1.

Leave Rochester, 1 o'clock, Wednesday afternoon, July 1.

Leave Syracuse, 8:30 o'clock, Thursday morning, July 2.

Leave Utica, 12:30 o'clock, Thursday afternoon, July 2.

Arrive in Albany, 6:30 o'clock, Thursday evening, July 2.

Erie, Cleveland, Jamestown, Pittsburgh delegations, and riders from other Western and Canadian towns should join at Buffalo and reach that city in time to start at 8 o'clock Wednesday morning.

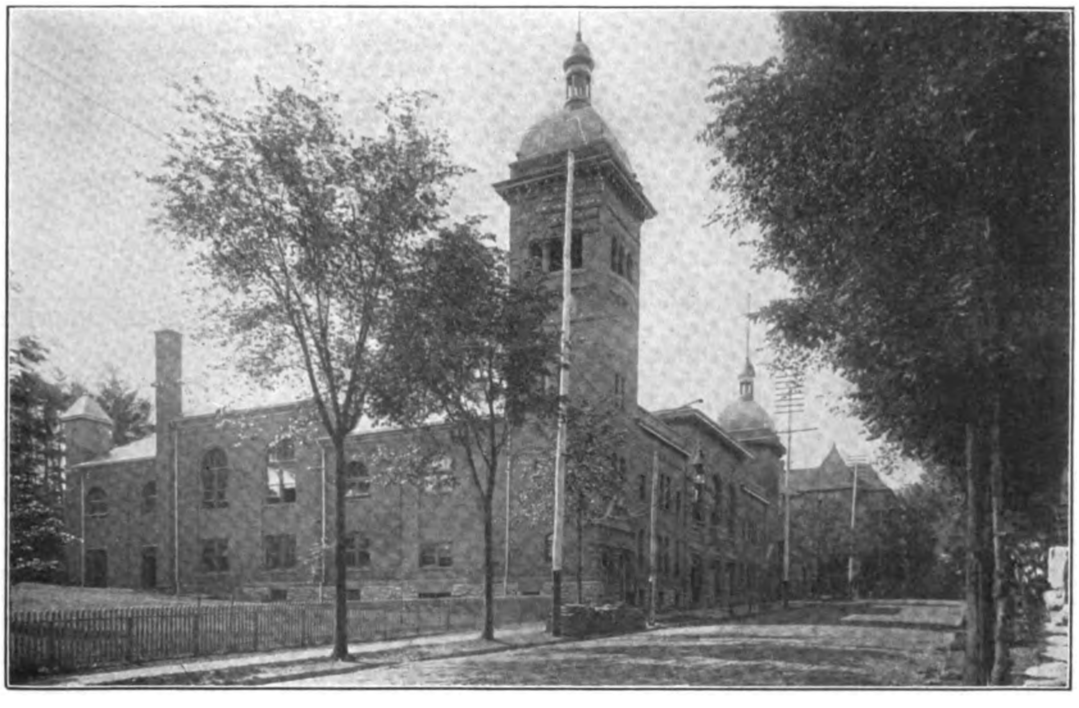
Elmira, Ithaca and Oswego riders join at Syracuse, leaving Syracuse 8:30 o'clock Thursday morning.

Binghamton, Scranton, Oneonta and Watertown delegations and riders from other parts of central New York should join at Utica, Thursday morning.

Washington to Albany

Leave Washington, D. C., at 8 o'clock Tuesday morning, June 30.

Leave Baltimore, Hagerstown, Gettysburg, Harrisburg, Reading, and other points in Pennsylvania.



Convention Hall, Saratoga Springs

Maryland, Virginia, Delaware and Southern States in time to reach Philadelphia either Tuesday evening or early Wednesday morning.

Leave Philadelphia, 10 o'clock, Wednesday morning, July 1.

Leave Trenton, N. J., 1 o'clock, Wednesday afternoon, July 1.

Arrive in New York City, 5:30, Wednesday afternoon, July 1.

Leave Atlantic City, 8 o'clock, Wednesday morning, July 1.

Leave Lakewood, 1 o'clock, Wednesday afternoon, July 1.

Leave Asbury Park, Long Branch, etc., at noon Wednesday.

Leave other Jersey towns in time to reach New York City either Wednesday night or early Thursday morning.

New York City to Albany

Leave New York City, 8 o'clock, Thursday morning, July 2, from Columbus Circle.

Leave Poughkeepsie, 1 o'clock, Thursday afternoon, July 2.

Arrive in Albany, 6:30 o'clock, Thursday evening, July 2.

Riders from Southeastern New York State, west of the Hudson River, should join the New York tour at Poughkeepsie Thursday noon.

New England Tours

Leave Providence, Boston and other cities in Eastern Massachusetts and Rhode Island so as to arrive in Worcester, Wednesday evening, July 1.

As Providence and Boston are only 44 miles from Worcester, riders from these two cities can start after business hours and reach Worcester by 8 o'clock in the evening.

Leave Worcester at 9 o'clock, Thursday morning, July 2.

Leave Springfield at noon, Thursday, July 2.

Arrive in Albany, 6:30, Thursday evening, July 2.

Riders leaving Hartford, New Haven and other points in Connecticut, Massachusetts, Vermont, New Hampshire and Maine should arrange to reach either Boston at 5 o'clock, Wednesday afternoon, July 1; or Worcester, 9 o'clock, Thursday morning, July 2; or Springfield at noon, Thursday, July 2.

All tourists leave Albany, Friday morning, arriving at Saratoga Springs at 10 a. m.

At Poughkeepsie the noon stop for the tours leaving from New York on the morning of the 2nd, the Morgan House will be the official hotel, where a special luncheon will be provided at a minimum cost to the tourists. At other stops for all of the tours similar arrangements will be made.

Riders on the west shore of the Hudson below Newburgh will cross there to Fishkill Landing, and above that point will cross at Poughkeepsie, joining the tours at the noon stop.

Governor May Attend

Every effort is being made to secure the promise of Governor Martin H. Glynn, of New York, to attend the Rally at Saratoga on Saturday, the Fourth, and it seems probable that he will be present. In this event Saturday will be known as "Governor's Day." The State executive will review the parade, attend the races, where a special Inter-State Race will be run in his honor, and he will speak at the dinner in the evening.

Representatives of the various motion picture weeklies have signified their desire to take pictures of the tours and events at Saratoga, and thus the Rally will be brought to the attention of over 20,000,000 people who view these "movies."

Already a greater amount of newspaper publicity has been secured than for any other motorcycle event in the same length of time, and the manufacturers and dealers are all realizing what the success of the affair will be to the trade in bringing new riders into the sport and giving the general public a better idea of motorcycling.

Schedule of Club Meetings

A representative of MOTORCYCLE ILLUSTRATED started on Tuesday of this week for a further tour of the New York and New England States and will address meetings at a number of points between now and the last week in June. Riders and representatives of the trade are urged to secure as large an attendance at these meetings as possible. The schedule is as follows:

		Hotel.
June	10—Providence	Crown
	11—Boston	Bellevue
	12—Worcester	Bancroft
	13—Springfield	Worthy
	14-15—Saratoga	Worden
	16—Albany	Ten Eyck
	17—Utica	Utica
	18—Syracuse	Onondaga
	19—Rochester	Seneca
	20—Buffalo	Statler
	22—Cleveland	Statler
	23-24—Toronto	

Riders and dealers who desire information regarding the rally and tours may call on Mr. Hall at the hotels on the dates mentioned, when he will be glad to talk the matter over with them.

The Race Meet

The famous Saratoga race track is being put in first-class shape for the two days' races to be held there. Incidentally, it might be stated that this is the first time that the Saratoga association has ever allowed the track to be used for any other purpose than horse racing, and it was largely through the efforts of the civic officials and business men of Saratoga that MOTORCYCLE ILLUSTRATED was successful in securing it for this meet.

The course is a mile and an eighth to the lap, running from 60 to 100 feet wide, and is acknowledged to be the best dirt track as well as the most beautiful in the country. From 15,000 to 20,000 people can be accommodated on the fine grandstand and lawns, and it is estimated by local authorities that fully that number will attend the races.

Plenty of Enthusiasm

Frank Hart, former national amateur champion, writes as follows:

"You can bank on me to be at the Saratoga Rally with many bells on, also my stable of racing Excelsiors, with which I hope to show the boys I am still there with the 'Skids.' At the meeting of the Motorcycle Touring Club of New York, Inc., many of the boys promised to tour up to Saratoga for the Rally, so you can figure that the M. T. C. N. Y., Inc., will be there strong."

All of the branches of the Haverford Cycle Company are working up enthusiasm for the meet, and they expect good representations from Philadelphia, Newark, Buffalo, Washington, Atlantic City and Cleveland.

The National Capital Motorcycle Club of Washington expects to enter a large delegation from that city, and is taking the matter up with unattached and unaffiliated riders in the vicinity.

E. S. Whitney, F. A. M. commissioner for Steuben county, New York, writes that the slogan, "Meet Us At Saratoga," has been adopted there, and that about fifty from that county will enter the tours. F. A. Gillies, commissioner for Schenectady, says fifty more; George A. Ellis, Yonkers commissioner, adds another fifty; Joseph Hartig, Bay Ridge, twenty-five, and so the list grows.

The Racing Program

The events scheduled for the two days' races include nine amateur and six professional races, which take in the five amateur New York State championships and the two-mile national professional championship.

The five state championships—one, two, five, ten and twenty-five miles, for which the usual F. A. M. gold, silver and bronze medals will be awarded.

The two-mile national professional championship—official gold, silver and bronze medals.

Ten-mile professional inter-state race, 61:00 class, open. Prizes, $50, $25 and $10.

Five-mile professional, open, 61:00 class. $20, $10 and $5.

Ten-mile professional, open, 61:00 class. $25, $15 and $10.

Professional Australian pursuit race. $25.

Fifteen-mile professional, open, 61:00 class. $50, $25 and $10.

Five-mile professional, stripped stock. $20, $10 and $5.

Three-mile novice. Gold, silver and bronze medals.

Five-mile, stripped stock, for private owners. Prizes will be merchandise orders for $10, $5 and $3.

Three-mile sidecar race, amateur. Gold, silver and bronze medals.

Five-mile amateur, inter-state race. Merchandise orders for $10, $5 and $3.

It is possible that one or two Canadian-American races may be added to this program. Write MOTORCYCLE ILLUSTRATED for entry blanks.

Important to New York Riders

On the evening of Thursday, June 25, a complimentary dance will be given at the Hotel Shelburne, at the foot of Ocean Parkway, Brighton Beach, to the motorcyclists of the Metropolitan district. It will be known as "Motorcycle Night" at the hotel and all riders in the vicinity of New York are invited. During the course of the evening Mr. J. Leo Sauer, of MOTORCYCLE ILLUSTRATED, will give an interesting talk on plans for the Saratoga Rally.

CALL FOR STATE F. A. M. MEET

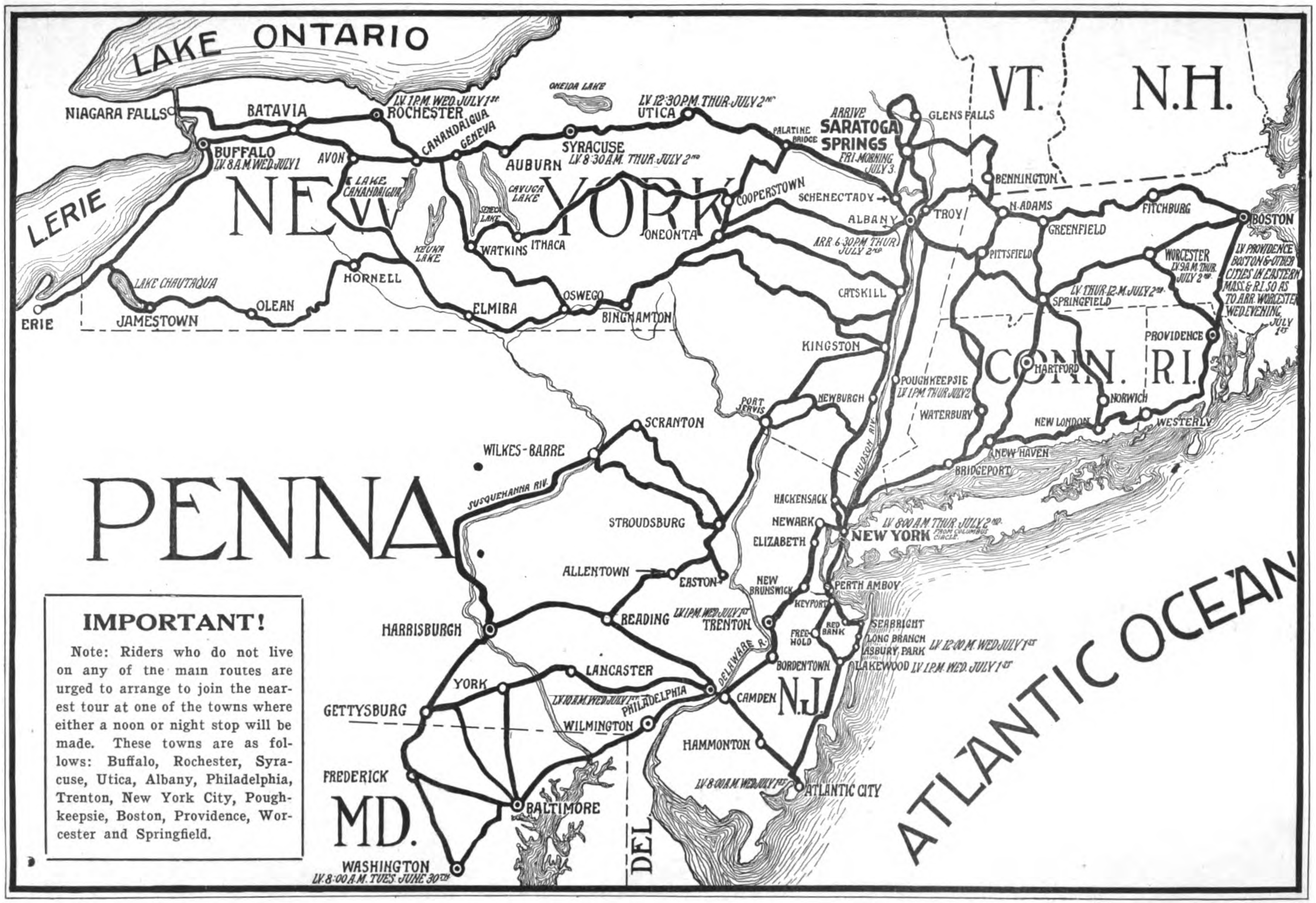
J. A. Hall, New York State commissioner for the Federation of American Motorcyclists, has sent out the following call for the annual State convention:

"Through the courtesy of MOTORCYCLE ILLUSTRATED we are most fortunate this year in having the opportunity of holding our State convention at Saratoga Springs, July 3, 4 and 5, in connection with the Big Mid-Summer Rally which will be conducted by MOTORCYCLE ILLUSTRATED. The details of the tours and events at Saratoga arranged by that paper assure you of a good time. Be sure to be there.

"MEET US AT SARATOGA"

"J. A. HALL,
"F. A. M. State Commissioner."

MAP OF THE FOUR TOURS TO SARATOGA SPRINGS


LAKE ONTARIO
L. ERIE
NEW YORK
PENNA.
VT.
N.H.
CONN.
R.I.
N.J.
MD.
DEL.
ATLANTIC OCEAN
NIAGARA FALLS
BATAVIA
LV. 1 P.M. WED. JULY 1st ROCHESTER
BUFFALO LV. 8 A.M. WED. JULY 1
AVON
CANANDAIGUA
GENEVA
LAKE CANANDAIGUA
KEUKA LAKE
SENECA LAKE
CAYUGA LAKE
ONEIDA LAKE
AUBURN
SYRACUSE LV. 8:30 A.M. THUR. JULY 2nd
LV. 12:30 P.M. THUR. JULY 2nd UTICA
PALATINE BRIDGE
ARRIVE SARATOGA SPRINGS FRI. MORNING JULY 3.
GLENS FALLS
BENNINGTON
SCHENECTADY
ALBANY
ARR. 6:30 P.M. THUR. JULY 2nd
TROY
COOPERSTOWN
ONEONTA
WATKINS
ITHACA
OSWEGO
BINGHAMTON
ELMIRA
HORNELL
OLEAN
LAKE CHAUTAQUA
JAMESTOWN
ERIE
CATSKILL
KINGSTON
POUGHKEEPSIE LV. 1 P.M. THUR. JULY 2
NEWBURGH
PORT JERVIS
HUDSON RIV.
N. ADAMS
GREENFIELD
FITCHBURG
BOSTON
LV. PROVIDENCE BOSTON & OTHER CITIES IN EASTERN MASS. & R.I. SO AS TO ARR. WORCESTER WED. EVENING JULY 1st
WORCESTER LV. 9 A.M. THUR. JULY 2nd
PITTSFIELD
LV. THUR. 12 M. JULY 2nd SPRINGFIELD
PROVIDENCE
HARTFORD
NORWICH
WESTERLY
NEW LONDON
WATERBURY
NEW HAVEN
BRIDGEPORT
HACKENSACK
NEWARK
ELIZABETH
LV. 8:00 A.M. THUR. JULY 2nd NEW YORK FROM COLUMBUS CIRCLE
NEW BRUNSWICK
PERTH AMBOY
KEYPORT
RED BANK
FREEHOLD
SEABRIGHT
LONG BRANCH
ASBURY PARK LV. 12:00 M. WED. JULY 1st
LAKEWOOD LV. 1 P.M. WED. JULY 1st
BORDENTOWN
LV. 1 P.M. WED. JULY 1st TRENTON
DELAWARE R.
CAMDEN
HAMMONTON
LV. 8:00 A.M. WED. JULY 1st ATLANTIC CITY
SCRANTON
WILKES-BARRE
SUSQUEHANNA RIV.
STROUDSBURG
ALLENTOWN
EASTON
READING
HARRISBURGH
LANCASTER
YORK
LV. 10 A.M. WED. JULY 1st PHILADELPHIA
WILMINGTON
GETTYSBURG
FREDERICK
BALTIMORE
WASHINGTON LV. 8:00 A.M. TUES. JUNE 30th

IMPORTANT!

Note: Riders who do not live on any of the main routes are urged to arrange to join the nearest tour at one of the towns where either a noon or night stop will be made. These towns are as follows: Buffalo, Rochester, Syracuse, Utica, Albany, Philadelphia, Trenton, New York City, Poughkeepsie, Boston, Providence, Worcester and Springfield.

GENERAL NEWS SECTION

GEORGIA BRAVES AT SUCCESSFUL BARBECUE

BARBECUED shoat, barbecued lamb, Brunswick stew! When such a bunch of feed is mentioned there is no need to name the place, for it only grows in rank profusion "way down in Georgy." On Sunday, May 31, Manager W. E. Johnston, of the Hendee Company's Atlanta branch, gathered his trusty braves about him, and, scenting the smoke of pit fires afar, led them forth in wild pursuit of the toasted razor-back. There were ninety-five red Indians in the party, and the trail led for twenty miles into the wilds of the Atlanta *Journal*-New York *Herald* Highway. The enemy was sighted in an oak grove on the estate of one of the South's most famous caterers, and the war party descended upon the grinning ebony chefs with whoops from electric horns and open mufflers.

Those who have never enjoyed the privilege of attending a Georgia barbecue are unable to appreciate just what spoils Chief Johnston and his warriors fell upon. By the time a pig has been turned over a slow fire for a night and day and carefully basted by a watchful negro cook, his porkship has reached the highest state of development known to man. The braves fell upon the feed as if they were eluding motor cops on Peachtree Road, and very soon nothing but the carcasses remained.

After the barbecue had wholly disappeared and not a cold bottle remained in the barrel, the riders disposed themselves in small touring parties and scattered over the surrounding highways. The Hendee Manufacturing Company's Southern branch is planning several tours during the remainder of the summer, each with a characteristic Southern dinner at the end for the benefit of its Atlanta Indian owners. It is a safe bet that no rider who was present at the first event will be absent from the future gatherings.

Atlanta Riders at Big Barbecue.

PRIZE WINNERS FOR MAY

E. M. Estabrook, of Bangor, Me., Chairman of the F. A. M. Membership Committee, announces the following prize winners in the May membership contest: Fort Dodge M. C., Fort Dodge, Iowa, first; Lima M. C., Lima, O., second; Portland M. C., Portland, Me., third, and the Hibbing M. C., of Hibbing, Minn., fourth. The awards consisted of Old Sol lamps donated by the Hawthorne Manufacturing Company, of Bridgeport, Conn.

ZIMMERMAN RESIGNS

Quincy, Ill., June 8.—Announcement has been made of the resignation of P. E. Zimmerman, of Lindsborg, Kan., as secretary of the Short Grass Motorcycle Touring Club. Zim has acted in the capacity of secretary of the Kansas club for several years, but his present business connections make it impossible for him to devote sufficient time to the club affairs. A. T. Naylor is the secretary pro tem.

The recently organized Crotona M. C., of the Bronx, New York City, now has about thirty members, and has opened club rooms at 2148 Maples avenue. The club has affiliated with the F. A. M.

ROAD TEST CONDUCTED FOR WAR DEPARTMENT

ROCHESTER, N. Y.—That the War Department is very seriously considering the use of motorcycles for scouting and dispatch service is evidenced by a 443-mile test held on May 29 last and starting from this city. E. W. Fisher, of 94 North street, agent for the Reading-Standard and Pope, after consulting with the Department of the East, U. S. Army, dispatched five local riders at 3:30 a. m. on the 29th over a route that had many detours and rough stretches and which ended in New York City at 110 street and Broadway. In spite of delays from punctures and over an hour lost in Schenectady due to a parade, three of the five riders arrived in New York before 9:50 a. m. on Decoration Day. The first to check in was Andrew Roualet, riding a 7 horsepower Reading-Standard machine, his time of arrival being 8:05 a. m. and his average speed being 26.8 miles per hour. Jean Richauld, also on a Reading-Standard 7 horsepower mount, was second, checking in at 8:30, while F. A. Cook, 7 horsepower Merkel was third, at 9:42 a. m. The other two riders abandoned the run before Albany was reached.

SPRINGFIELD RESOLUTION

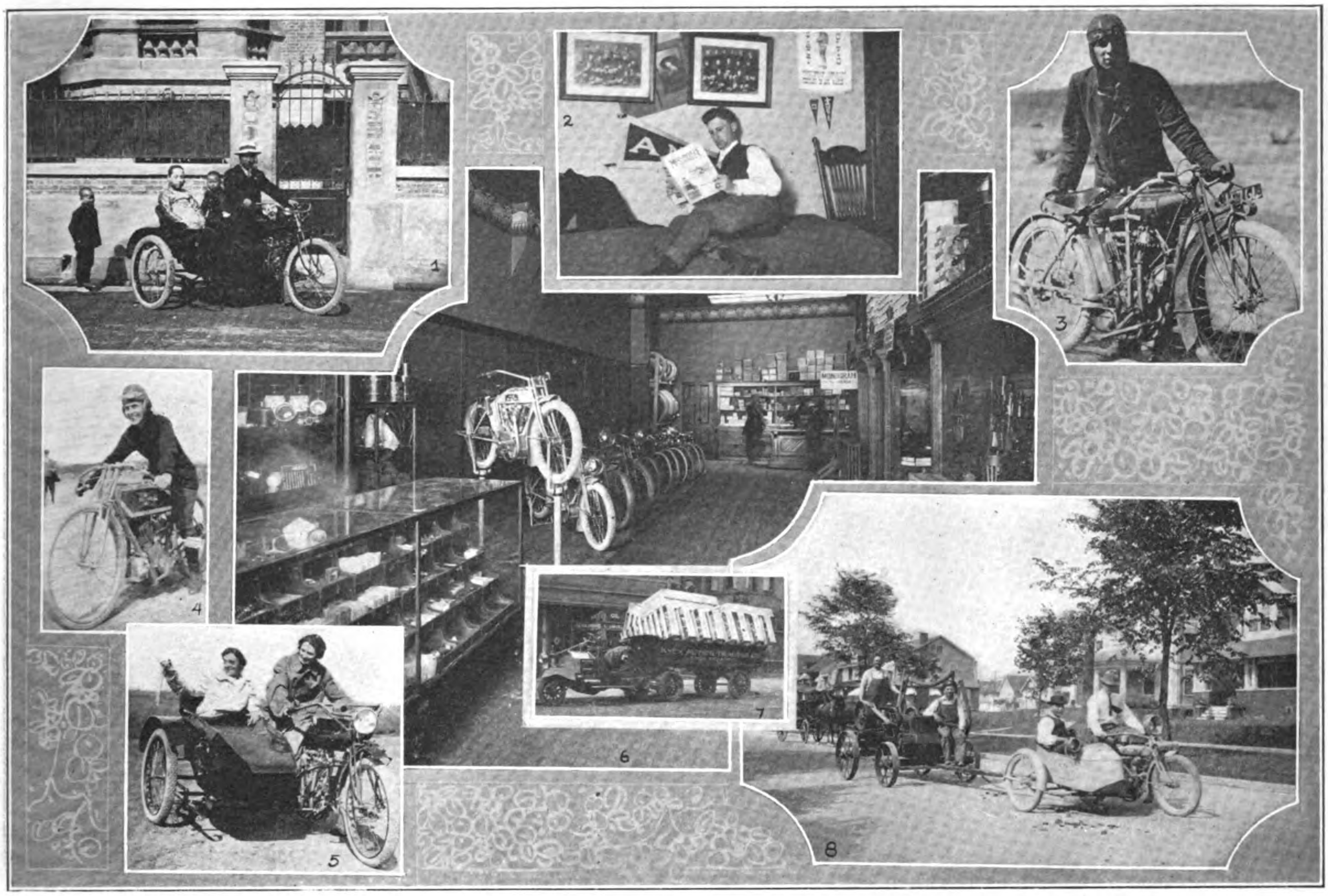
A strong resolution has been adopted by the Motorcycle Club of Springfield, Ill., expressing the sentiment of its members by urging that all riders of the city strictly observe all of the ordinances governing the operation of motorcycles in the state. The resolution is signed by J. N. McCrea, chairman, H. E. Gard and Harry Polkowski.

PROGRESSIVE M. C.

At an enthusiastic meeting recently held by twenty-four motorcyclists of the Bronx, New York City, the Progressive Motorcycle Club was organized. The officers of the club, which has taken headquarters at 1013 Washington avenue, are Oliver Berckhemer, president; Daniel Biersack, vice-president; Wallace Stewart, secretary-treasurer; William Kuhn, captain; Arthur Lisanio, first lieutenant, and Edward Ewin, second lieutenant. The club has affiliated with the F. A. M. and conducts sociability runs every Sunday. Touring riders are given a cordial invitation to make the club rooms their headquarters while in New York.

ACTIVITY IN AUSTIN

From Austin, Tex., comes the announcement of the organization of the Harley-Davidson M. C., with the following officers: Russell Robins, president; H. Whitely, vice-president; Fred. E. Pryor, treasurer; John Kallgren, road captain; J. B. Stroburg, sergeant at arms. Mr. Pryor is the Harley-Davidson agent in Austin.



T. R. HASTINGS, manager of the Australian branch of the Hendee Mfg. Co., 109 Russell street, Melbourne, forwards picture No. 1, of the accompanying layout. The photo shows an Indian sidecar outfit used by a wealthy family of Tientsin, China; No. 2, Fred W. Wagner, of the Thor agency in Marietta, O., is seen reading a recent issue of MOTORCYCLE ILLUSTRATED; No. 3, Jack Booth, of Victoria, B. C., winner of the recent Australian open T. T.; No. 4, Miss Minnie Schuerger, the first lady motorcyclist of Washington, D. C.; No. 5, Mrs. E. M. Bortherson and Kathryn M. Cresap, sidecar enthusiasts of Joplin, Mo.; No. 6, salesroom of the Auto Owners' Supply Co., Yale agents at St. Louis, Mo.; No. 7, A carload of Indians ready to be unloaded at the Cleveland headquarters of L. J. Mueller; No. 8, A Yale sidecar combination pulling a 1,350-pound load in Toledo, O. The performance attracted considerable attention.

JEFFERY-DEWITT MEETING

The sales force of the Jeffery-DeWitt Company, the spark plug manufacturers of Detroit, held a convention in that city Tuesday and Wednesday, June 2 and 3. There were present A. R. Shattuck, John J. McCutcheon, John Fulton, H. Keegan, H. S. Mabie and Wm. B. Helfer. The business of this company has increased to such an extent that at the present time its three factories in Detroit are producing porcelains at the rate of twenty millions annually. It was stated at the convention that new lines of business will shortly be opened up in the making of high-grade porcelains for other purposes outside the automobile business.

RANDALL-FAICHNEY RECEIVERS

Boston, Mass., June 8.—Charles B. Blinn and Renton Whidden, both of this city, have been appointed receivers for the Randall-Faichney Company, of 76 Atherton street, Jamaica Plains, Boston. The company manufactures, among other things, the Jericho horn, the McKay-Blitz spark plug and an oil gun. It has factories at Watertown, N. Y., and Roxbury, Mass. Its liabilities are estimated at $292,000.

ZUCKER'S SIGNIFICANT ORDER

W. J. Zucker, western sales manager for the Stewart-Warner Speedometer Corporation, reports the sale of 57 front drive speedometers for Harley-Davidson motorcycles to the Peoples Gas Light & Coke Co., of Chicago. This order was received after careful and severe tests and in competition with all other makes. It was on the merits of the front drive that the order was received.

COL. POPE REMAINS PRESIDENT

At a meeting of the National Association of Manufacturers held recently, Colonel George Pope, of Hartford, Conn., was reelected president of the body. Col. Pope has served on the board of directors of the association for several years and has been its president during 1913-1914. The other officers were chosen as follows: A. B. See, of New York, treasurer; George S. Boudinot, secretary; J. Philip Bird, general manager.

SCHWINN ON THE ROAD

H. L. Schwinn, formerly of the testing department of the Harley-Davidson Motor Company, is now traveling Illinois for that company. Schwinn represented the factory at the Rockford state meet of the F. A. M. and was ably assisted by Frank Trispel, of the engineering department.

NEW PARTS COMPANY

Incorporation papers have been filed with the Secretary of State by the Eastern Parts Mfg. Co., of New York City. The company is capitalized at $6,000 and will manufacture and deal in parts for automobiles and motorcycles. The incorporators are: Benjamin Frankel, Gerson C. Young and Julia Greenthal, all of New York City.

SWISS FEDERATION

With headquarters at the Hotel de l'Arquebue, Rue du Stand, Geneva, the Union Motorcycliste Suisse has been organized and has affiliated with the International Federation of Motorcycle Clubs. The Swiss association will control all motorcycle competition in Switzerland.

A. C. Schleiger, who has been acting as assistant to J. Kilbert, of the service department of the Harley-Davidson Motor Company, will travel through Montana and North Dakota in the interests of the Milwaukee company.

LETTERS FROM NEW ZEALANDERS

Two Riders of Christchurch Pay Tribute to American Motorcycles and Predict Increasing Popularity for Them Throughout New Zealand

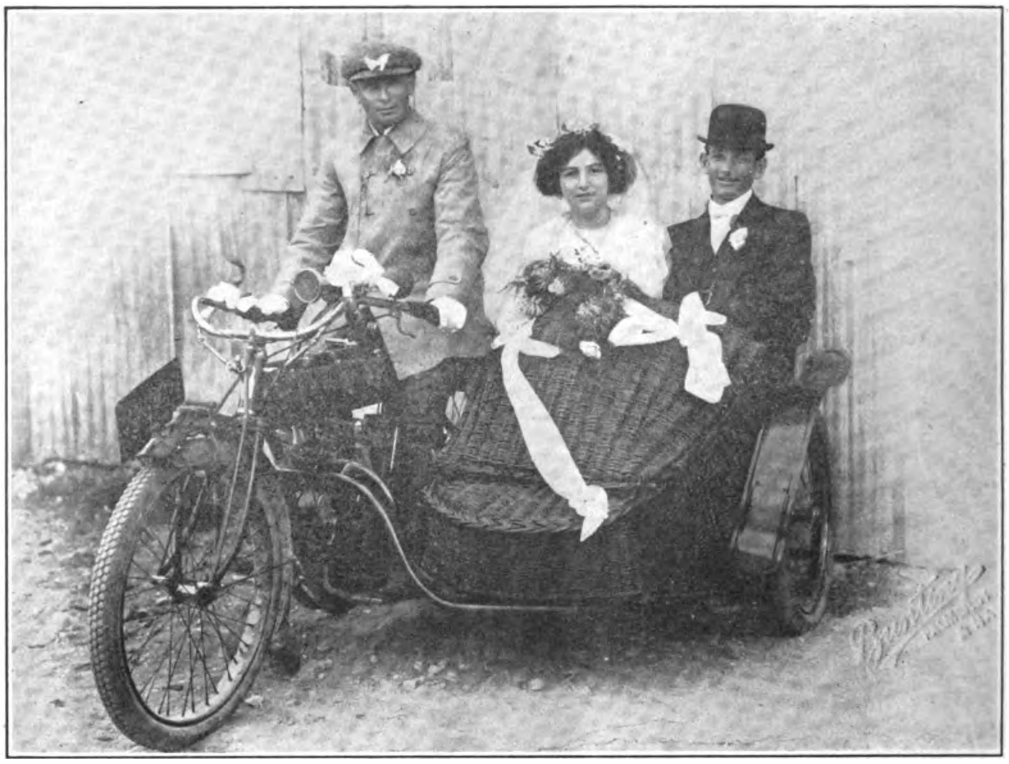
ON this page are printed two interesting letters from readers of MOTORCYCLE ILLUSTRATED in New Zealand. The communications were received in the same mail, and in addition to giving a timely insight into the attitude of New Zealanders towards American motorcycles, they are worthy of note as indicating the broad scope of this journal.

The first letter was received from Wilfred L. Watson, 189 Brougham street, Sydenham, Christchurch, New Zealand, while the second was forwarded by G. L. Mullur, of 137 Cram street, Christchurch. The photographs appearing on this page were submitted by Mr. Mullur, and indicate that sidecarring is a highly popular phase of motorcycle service in New Zealand. Mr. Watson's letter follows:

American Motorcycles in New Zealand

The Editor.—Perhaps a few lines about the progress that is being made by the American motorcycle in this part of the globe will be of interest to readers of MOTORCYCLE ILLUSTRATED. It is only fair in starting to say that at present our favorite Yankee machine is the Indian, for up to date this machine has been more consistently introduced than any other aside from the English makes. The Indian seems to be regarded here as a high class motor, and it is undeniable that it does very well in competition here.

The North Canterbury Motorcycle Club regularly holds speed trials during the season on the New Brighton beach, a few miles out from Christchurch. There is a long stretch of smooth sand here and the races are held four miles up and back again, making an 8-mile lap. It generally falls to the Indian to make the fastest time of the day, although ranged against a large field of British machines of all powers from 2¾ h. p. to 8 h. p.



Wedding Party With Indian Combination in Christchurch, N. Z.

In an open handicap held on the beach on April 14 last two 7 h. p. Indians were placed scratch, but that didn't bother them. Hinds, the Indian agent here, finished first and made the fastest time, and Berry, on a two year old Indian twin came in second. Hinds' time was 106 minutes, which we consider very good for the 100 miles, considering that the beach was quite sodden and heavy, and there were 24 sharp turns in the course.

Another Christchurch Party With a Neat Sidecar Attachment

Since that date the heavyweight championship of New Zealand has been won by S. Morrison, on his 7 h. p. Indian, over a 15-mile course in Napier, North Island.

A number of other American makes are now coming into notice here, and there are indications that they will give excellent accounts of themselves when their agents find capable riders and decide to send them out in speed events. We have the Thor and the Flying Merkel here, while in the North Island the Merkel, Pope, Yale and Harley-Davidson are becoming very popular. I am told that the machines just named are doing wonderfully well over the exceedingly rough roads and hills which the motorcyclist in the North Island must face.

Hints for Manufacturers

When American motorcycles are discussed here there are three important points that come in at once for consideration. First, the average New Zealander is not inclined to favor the "twist of the wrist" system of control. He rather leans towards the Bowden wire, which is so extensively used on the British machines. This system is capable of finer adjustment, and we find it also less liable to wear. Besides, it can be easily clipped onto any handlebar.

Secondly, we are not always in love with the rather shapeless tanks used on some American motorcycles. In our opinion they do not bear comparison with the tank found on the average English motorcycle. A neater tank would find favor among our riders. Then the finish of the American machine also comes in for some adverse criticism. We would prefer a more lasting finish and a more modest one. In short, the average rider here likes a color that is artistic and not too gaudy. I believe American exporters would profit by keeping that point in mind when making up motorcycles for shipment abroad.

One phase of our motoring is rather hard to explain: Why is it that the American automobile makes up 60 per cent. of the total number of motor cars used here, while the American motorcycle (up to date) makes up only about three per cent. of the total number of motor two-wheelers in use? This would seem to suggest that the time is at hand for the American motorcycle manufacturers to give this field more attention. If motor car builders of the United States have been so successful in New Zealand, there is no reason why the American motorcycle manufacturer should not be equally so.

In the accessory line we have very few American representatives. Probably the best known is the Stewart-Warner speedometer, which has a good name for reliability and accuracy. WILFRED L. WATSON.

Christchurch, N. Z.

Mullur's Letter

The Editor.—Just a few lines to state that the motorcycle trade of New Zealand is at the present time at its very best. Dealers on all sides are realizing that sales records are to be broken this year, for there is an unprecedented demand for machines. The American reader of MOTORCYCLE ILLUSTRATED may be a bit surprised to learn that the average New Zealand rider does not think he has much of an outfit unless he uses a sidecar. The roads in our district are quite good, and it is therefore an easy matter to drive a sidecar combination. Solo riders are quite rare, and a motorcyclist may make a week-end run without seeing anything but sidecar outfits.

We have no fewer than fifteen makes of motorcycles on sale here at the moment, and special attention has been attracted to the American Indian because of the fact that it has been consistently breaking records for some time past. I understand that other American machines are now being introduced here and we look for them to make a good showing against the best British motorcycles.

I am enclosing two photographs which show that the New Zealand rider likes to have a first-class sidecar attached to his motorcycle. G. L. MULLUR.

GETTING THE SUNDAY RUN STARTED

What Can Be Done to Help This Downcast Brother Roadster Whose Club Never Gets Under Way Without Fifty-Seven Varieties of Procrastination?

CAN any experienced and observant motorcyclist tell me what mysterious influence is exerted upon a Sunday run to cause all the delays we notice, and to keep the boys running to and fro, fussing with their fretful mounts until it is almost time to call the outing off for the day and go home? Is there any reasonable explanation of this tendency to delay a while, wait a bit and then delay some more? If there is, I would like to make a few notes on it and pass them along for the psychologists to corrugate their lofty brows over. There ought to be some way of getting at the bottom of it, because I am rapidly being transformed from a fairly calm and well-balanced individual to a near-neurasthenic; all through turning out at 8 o'clock on a fine Sunday morning for a little club run that never gets under way until 10 or 11 o'clock.

For a time I harbored the delusion that our modest little club was the only one that scheduled its Sunday outings two to four hours earlier than it intended to start them, but upon investigation I find that practically the same system is being followed on all sides. It seems to be accepted as quite the proper caper in the best circles. Am I not right—or can it be possible that somewhere there is a club that schedules its start for 8 a. m. and actually starts at 8? I ha' my doots about the latter possibility.

A Sample Experience

Last Saturday I received notice that some of the boys were going to enjoy a run on Long Island the next day, and I was invited—warned, in fact—to be at the garage where we meet, at 8 a. m. on Sunday. I was there. I devoted an hour on Saturday afternoon to looking over my old bus, and at exactly five minutes to eight the next morning I rolled up to the meeting place prepared to be hailed by at least a dozen of the boys. But there was no gladsome hail. Nothing of the kind. For an instant I thought the club riders had gathered early and left me behind, but the garage man came out to the curb, wiping his hands on the legs of his khaki overalls, and set me right.

"Goin' for a ride?" he inquired.

"Surest thing you know," I answered. "Where are the other boys?"

"Haven't seen 'em," was the reply, "but they'll be rollin' around pretty soon."

Pretty soon was right—almost. In half an hour one of the younger riders came puffing and wheezing around the corner afoot and grabbed the garage man by the slack of his khaki. "Come inside, old grease-cup, and slip me a new tube," he demanded. "I knew I had a bad one, but I thought it would do. Now I'm afraid of it. I've got the other one out up at the house and I find it's all shot to pieces. Come on; shake a leg, shake a leg! Don't you know we're going to leave here at 8 o'clock sharp?"

The garage man waddled into the establishment and sent the young enthusiast off in a minute or two with a new tube. I began to have vague doubts about starting at 8 o'clock, for it was then 8:25. Fifteen minutes later three of the club riders appeared on their machines, and every mother's son of them had some tinkering to do. One needed a new spark plug—or perhaps he didn't. At any rate he had to take his plugs out, give them their morning gasoline bath and test them forty-seven ways from the jack. Another member of the trio had a sticky control and the third found it necessary to fuss with his brake.

The Road Captain Arrives!

All this time I was smoking my pipe red hot, pacing to and fro and tying four-in-hand knots in the English language under my breath. Can you blame me? Just about the time the trio of fussers had themselves worked up to just the proper pitch of tinkering excitement two others pulled up at the curb. They had no fussing to do, apparently, and they joined me in a fusilade of acrimonious remarks directed at the now oily and perspiring trio. The latter stood the gaff for a minute or two and then straightened up, wiped their hands and began to explain why this, that and the other thing was bothering them. Tempus was still fugiting (as we used to say in our days of high school Latin), but the run had temporarily gone into the discard.

At 8:45 the young chap who had bought the new inner tube arrived, smiling. He lived

Capitol City M. C. of Columbus, Ohio, on a Recent Successful Outing.

only about two blocks distant. Then one by one the trio of tinkerers announced their willingness to start. There were six of us on hand and we had expected at least a dozen. One of the boys, the club secretary, suggested that we really ought to wait a half hour longer.

At 9:10 our road captain pulled up his mount in front of the garage, hopped off and began to make explanations.

Getting Stragglers Out of the "Hay"

Once more we began to talk of starting, but our captain objected to starting with six riders when he had expected a dozen. He suggested that he would take an escort of three and go around to drag some of the boys "out of the hay." Those were his words. Well, he started, and to pass time I induced the other boys to take a short jaunt around a few blocks with me. We jaunted for half an hour and when we returned to the garage the captain was there with two more riders who gave every indication of having been dragged "out of the hay."

Finally we decided to start. Everybody, even the three fussers and the sleepy-eyed grouches, swung into their saddles and we were ready. But two of the riders at this critical moment began poking suspicious fingers at their carbureters and wondering if "some gol-durned galoot" had been tampering with their mixture. Five minutes later they decided that the carbureter adjustments were about right and we started—actually started. As we pulled away from the city and got the first sniff of regular air on the outskirts, the clocks struck 10. At that hour the streets and even the outlying roads were alive with automobiles, and it began to dawn upon everyone in our party that we had wasted the best part of the morning.

That is why I am now the possessor of a Sunday-run grouch. When anyone talks to me about getting an early start and "enjoying the roads before they are clouded with dust and crowded with automobiles," I feel the spirit of carnage rising within me. I become a positive menace to the community. I am likely to run amuck and bite a street-sweeper or do something equally desperate. Sunday morning delays at the starting point grew this grouch—and I can prove it. What are we ging to do about it? I am open for suggestions.

JAMAICA.

HOW TO SET THE HEITGER

If You Have This Type of Mixer on Your Machine the Pointers Below Will Be of Value to You

By the Courier

Second Article in a Series

As fitted to most motors, the Heitger carbureter has the auxiliary air valve controlled by a knurled head or knob and locknut, and has the high speed gasoline adjustment by means of a horizontal indexed head on a screw at the top of the mixing chamber body. The setting, except in cases where either or both the air and the needle valve are considerably out of adjustment, usually consists in turning the needle valve in or out until the motor runs slowly without missing, the throttle being closed. This takes but a few seconds at most, and unless weather conditions change or bad hills are encountered the one setting only will be needed for all speeds.

When Out of Adjustment

When the carbureter is out of adjustment, first see that the air valve seats lightly but firmly, using the knurled head and locknut to properly adjust it. Turn the needle valve so that the figure 2 or 3 is opposite the little ball-latch and close the throttle. Start the motor, give it throttle to warm up, then close the throttle again and adjust the needle valve for slow running as mentioned above. Having done this, get the machine on the road and gradually open the throttle, until it is going at high speed. If the motor shows signs of being sluggish, or hesitating, vary the position of the jet opening until the action is snappy. The maximum speed is adjusted by the high speed head, the greater the figure on the head the greater the maximum opening (and speed). These settings are all automatically locked in any position. An alteration of the air valve setting will rarely be necessary, but such can be made by first slacking the locknut, then adjusting the knob and finally setting up the locknut when the adjustment has been made.

On some Merkel motors, a form of Heitger carbureter is used in which the high and low speed adjustments are made by indexed heads placed together on the top of the mixing chamber body. The setting of this carbureter is the same as mentioned above.

The 1914 Type or Model E

The Model E Heitger carbureter is very easily set. It is distinguished from former models by the lever at the side of the upper body and working over a notched sector. The primary air in this model is taken through a screened port in the body just above the flange that connects to the float bowl. For low speed setting, the throttle is closed and the needle valve is set to give the opening corresponding to the figure 2 on the indexed head. After moving the lever (which controls the movement of the air valve), to the rear or toward the milled flange of the air valve casing as far as it will go, start the motor and let it warm up. Then adjust the needle valve till the motor runs slowly, moving the valve slightly either way until the best result is shown. To get the desired slow speed, move the little horizontal screw under the throttle arm; turning this in gives more speed and out less speed. Now open the throttle and gradually move the air valve lever forward until the motor operates properly and snappily at all speeds. A few seconds of trial on the road will give the correct position of the air lever and the setting is complete.

Special Adjustments

Should the air spring become weak, the little screw on collar to which the air lever is attached can be loosened and the knob at the opposite end twisted until the spring is at its original tension, when the screw can be again set up. For excessively high altitudes this special adjustment can be used, or where a very rich mixture is desirable. In the latter case, the knob should be twisted in the opposite direction after it has been found that the setting of the air lever on its sector will not give the desired richness.

ST. CHARLES HOTEL

Start of the Goodfellowship Run in Milwaukee, May 30

GOOD FELLOWSHIP WAS NEEDED ON THIS RUN

MILWAUKEE, WIS.—Notwithstanding the young tornado which caught the participants in the Goodfellowship tour of the Milwaukee Motorcycle Club, May 30 and 31, while they were nearing Theresa, Wis., the affair was pronounced a success. Nearly 500 motorcyclists gathered at Pine Point, Elkhart Lake, on Saturday night, May 30. There were 204 riders from Milwaukee and the remainder of the squad was made up of representatives from Fond du Lac, Appleton, Sheboygan and Manitowoc.

The storm which caught the riders caused damage estimated by the newspapers at $500,000, and the tour naturally developed into a mudlark. In many places the roads were washed out and nowhere were they really in rideable shape, but the great mapority of riders came through in good time. Entering for a Goodfellowship tour, they willingly met conditions as they developed and converted the trip into an endurance run rather severe, but still enjoyable.

PROPER FIT OF THE CHAIN DRIVE

Economy Demands That Chains and Sprockets Wear Proportionately—Good Results Impossible From Use of New Chains Running in a Worn Drive

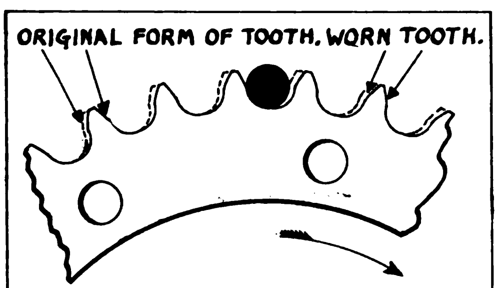
By John O'Bannan

AS with most other things on a motorcycle, it is the abuse of a chain drive that gives rise to unfavorable criticism concerning it. The shocks to which a chain drive is submitted by the duffer who slaps in the clutch with the motor fairly screaming, sooner or later will snap off any chain, and in the meanwhile may reduce a bearing to fragments. Running from the countershaft to the rear sprocket of many a machine is a band covered with a slime of mud and oil in which the links are defined only when a sprocket tooth cuts into the mess at intervals. Or, what is oftener seen and heard, a bone-dry chain will grit its way over the uncomplaining sprockets with a crackle and snap which show absence of fit and the imminent approach of a breakage.

With the exception of the first form of abuse, proper lubrication will go a long way toward increasing the length of life of any chain, and when any wear does occur, the chances are that the chain and sprockets will wear proportionately. A stretch of the former will then be compensated by an increase in the pitch of both the latter. The details of proper chain lubrication have been given in these columns time and time again; the chain-makers' manuals emphasize it and every first-class motorcycle manual does the same. Therefore it is not the object of this article to go into details on the subject, nor on the points of adjustment and alignment which also have been well emphasized. As to the question of the "throttle dumper," education and some form of compensating sprocket may effect a cure.

When to Renew the Drive

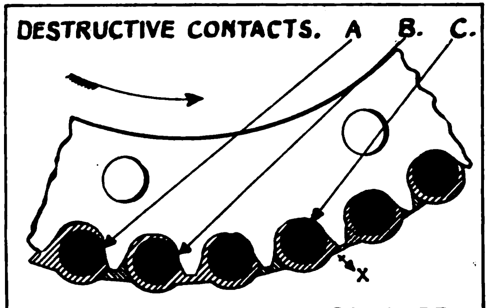
On a good chain drive the sprockets and chain should wear equally, so that when the latter stretches and changes its pitch, the sprockets will be increased proportionately in their pitch due to wear. Under these conditions, the members of the drive will work best together and when replaced, the rider will have to use new chain and sprockets. The wear of the drive can be told by looking at the teeth of the rear sprocket, for instance; if they are worn down nearly one-half, as in the first figure, they should be watched closely for breakage, as the strength of their teeth is very much reduced. The figure shows the limiting wear of a sprocket for a heavy twin motor drive, and it is best not to go beyond that limit. The black circle shows the original size of the roller and conveys an idea of the wear that has taken place. The sprocket revolves in the direction of the arrow in this and subsequent figures.



LIMITING WEAR OF SPROCKET.

Unequal Wear Is the Rule

Unfortunately, the condition of equal wear is conspicuous by its absence, and drives are noted chiefly for the sprockets being harder than the chain. They thus outlast two or more chains, which seems to be like looking at things through the wrong end of a telescope. The sprockets are cheaper than a new chain, and yet the latter wears out first. Occasionally the reverse is the case, but riders renew the worn member just the same, not realizing that they are not going to get anything like good service out of either a new chain on worn sprockets or an old chain on new sprockets.



NEW CHAIN ON WORN SPROCKET.

To work best the chain must fit the sprockets properly. If it does so there will be a minimum of the crackle heard from most chain drives. This crackle or snap is due to the rollers striking the sides of the sprocket teeth and is the first sign of wear. Now, when a new chain is put over a worn sprocket, the crackle is very noticeable, owing to the differences in the pitch of the two members. It means that one or the other will wear excessively or that, in most cases, the chain will snap, due to receiving a constant series of shocks on the rollers and injuring the rivets. neglect of this point has lost endurance runs through what were otherwise good chains parting when put under heavy service on worn sprockets.

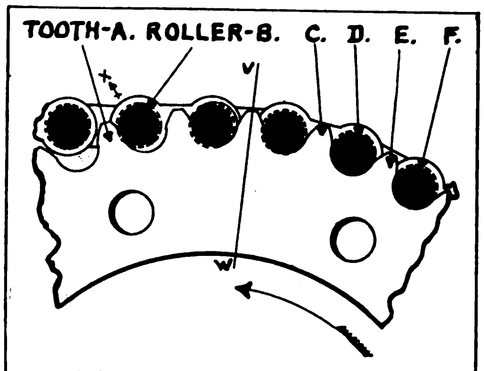
Squeezing Action Aids Destruction

But it is not only the striking of the sprocket teeth and rollers that does damage. The difference in pitch of the chain and sprocket causes a squeezing action which injures the chain. This can be seen from the second figure, where the distance between tooth B and tooth A is such that the corresponding rollers cannot seat themselves into the tooth spaces and consequently will ride on the pitch circle of the sprocket or above it. Another condition is a tight fit of the roller at C where the tooth is undercut, and this means that when the chain is ready to leave the sprocket, it will have to be torn out in the direction of the dart X. The side links are badly strained, thus further weakening the chain. The result of this is seen on the sprockets with "toothpick" teeth and heard in the tales of woe after each endurance contest. Instead of the rider economizing by fitting a new chain to worn sprockets, he merely has reduced his sprockets to unfitness and worn his "new" chain so that it will not fit properly on new sprockets.

Destructive Chain Slip

When a worn chain is fitted to new sprockets, the crackle is very evident and other destructive actions tend to wear out the chain quickly. In the third figure is shown a chain which has increased its pitch and has its roller worn down. The black disc shows the roller diameter, while the dotted circles show the original roller size. Under these conditions when tooth C and roller D pass beyond the line V-W they will come suddenly into contact through the slip of the chain and simultaneously F and E will snap together. This means sudden shocks to the chain and a break under some heavy overload. To clear roller B from tooth A, in addition, the former will have to move outward in the direction of the dart X, wearing off the tooth and squeezing the already worn and weakened roller. This will be the case when a rider has put new sprockets in his drive without fitting a new chain also.

All these effects will be noticeable on any chain drive not in good condition, but chiefly so where the distance between the sprockets is short and the sprockets themselves have few teeth. It pays, therefore, in the end to keep the chain drive in good adjustment and alignment and to lubricate it well, and when renewal is necessary to renew chain and sprockets together.



WORN CHAIN ON NEW SPROCKET.

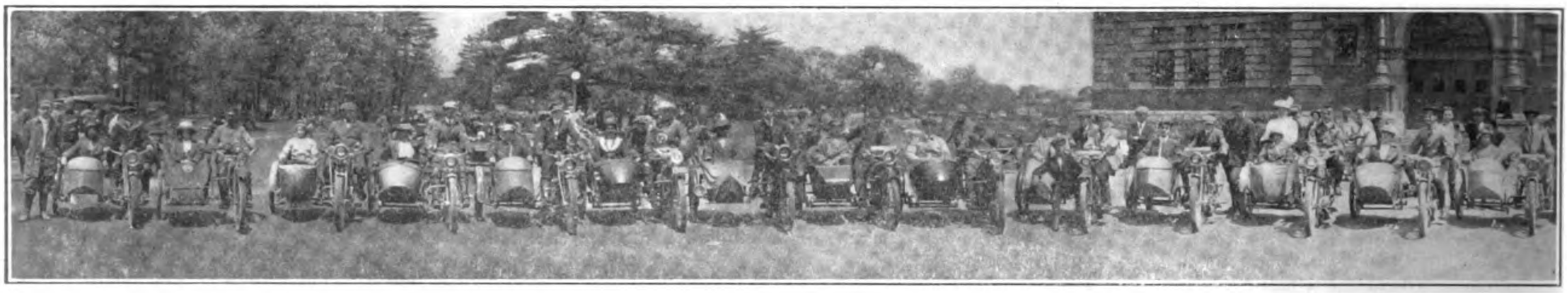
ATHLETES LIKE MOTORCYCLES

The most powerful athletic club of Canada, the Montreal Amateur Athletic Association, has created a motorcycling branch and already thirty-seven riders have joined. This is the first motorcycle club for Montreal, even though it is the largest city in the Dominion. Alderman Rubenstein, the president of the M. A. A. A., is also president of the Canadian Wheelmen's Association.

One of the big automobile manufacturing firms of Buffalo, N. Y., which uses a motorcycle in its maintenance department, reports that the machine has covered 10,000 miles and that the up-keep expense has amounted to only four dollars.

How the Providence Clubsters and Visitors

All Records Were Broken for Attendance at the Recent Gathering of Motorcyclists in Providence Under the Direction of Chief B. A. Swenson, and the Display of Sidecars Attracted Special Attention. The Sidecar Squad Was the Largest Ever Seen in This Country.



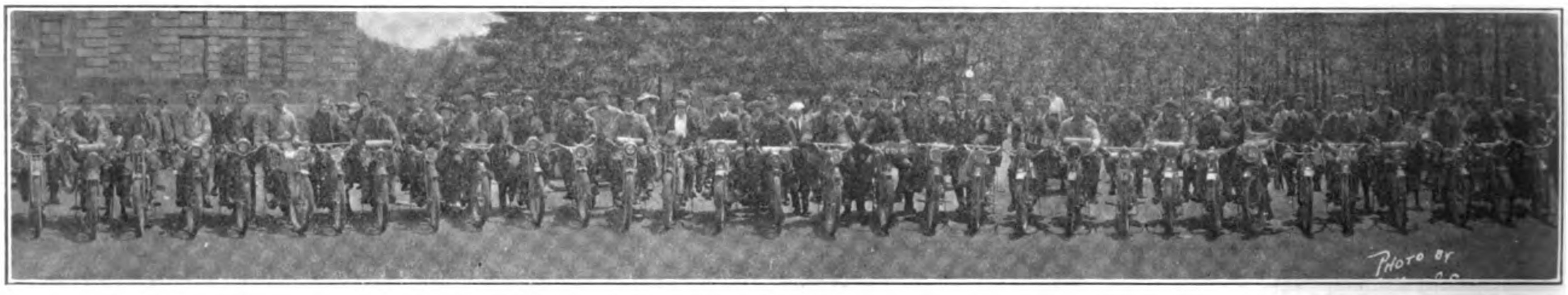
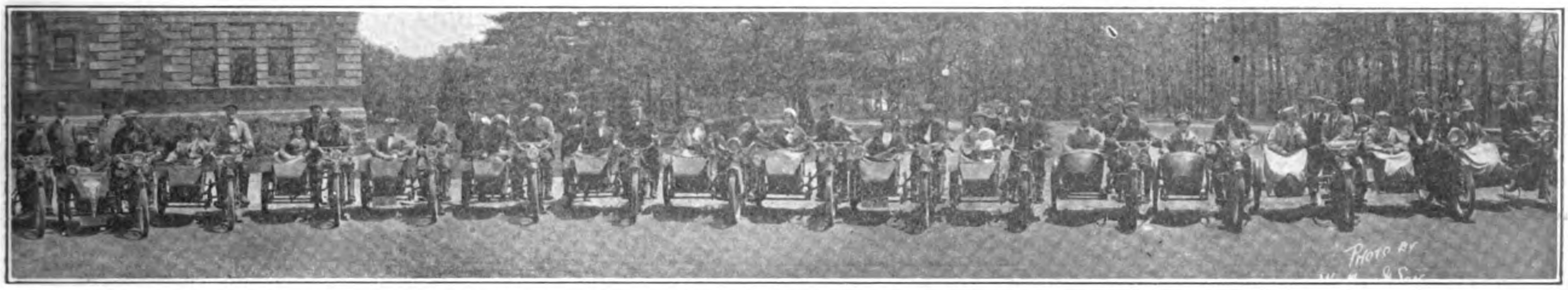
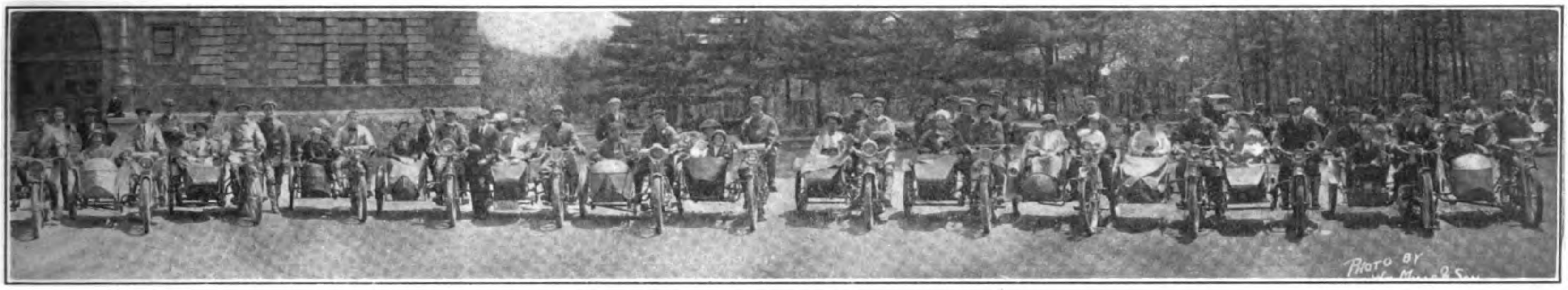


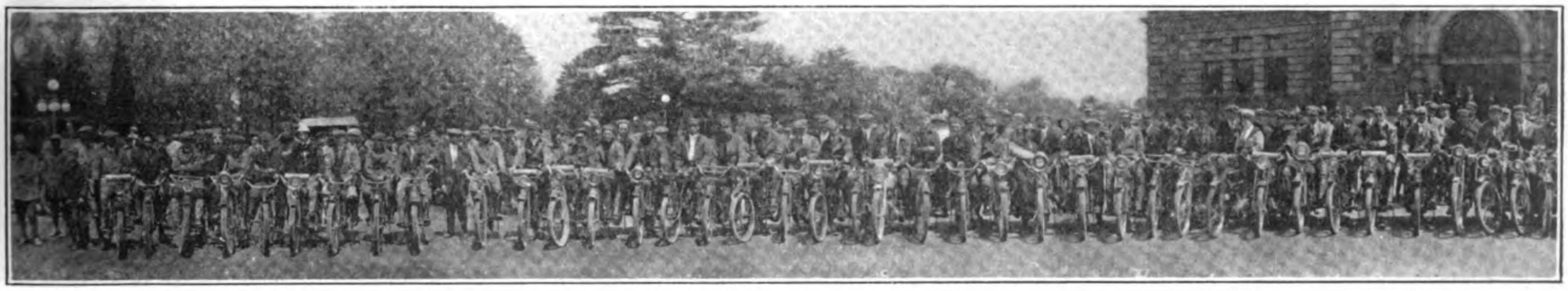
Photo by
Wm Mills & Son

Lined Up for Their Recent Annual Picture Run

It Was Necessary to Have Five Panoramic Photographs, Each Four Feet Long, in Order to Take in All the Riders and Their Machines. After the Picture Was Taken the Riders Made Up Parties and Rode Through the Surrounding Country.







SIDECARS FEATURE BIG JERSEY RUN

Three Yale Combinations Score Perfectly on Two-Day Grind With Dayton Combination Well Up; Indian and Harley-Davidson Teams in Deadlock for the Cup; Out of 48 Starters 20 Have Clean Scores

NEWARK, N. J.—After a two-day battle with rain, mud, dust, rocky roads and sand in the annual endurance run of the New Jersey M. C., May 30-31, twenty riders out of forty-eight starters emerged with perfect scores. Although the contest was started in the rain and 20 miles were covered before the storm was over, only one rider went home "to get his umbrella." Those who continued were rewarded, for when the shower ceased the sun came out and no more rain was encountered on the trip. Baltimore, Md., was the turning point.

Competition was keen among the seven factory teams, but five of the squads were eliminated, until the Harley-Davidson and Indian teams were left with their claims seemingly even up for the team award. The consistent riding of these teams was so close that one secret check missed by the Indian team is causing the club officials a lot of hard thinking. This check was missed by the Indian riders as they rode into Baltimore. All the other contestants followed a common route and were checked at the secret control, but the Indians went in by another route and thus missed the check. There appears to have been some doubt as to just what policy should be followed in entering the city, and on this the Indian riders base their claim that they should not be penalized for missing the secret check. The route they chose was no shorter than that used by the other contestants, but it afforded them four or five miles of better roads than the others traveled.

Name.	Machine.	Freehold.	Philadelphia	Wilmington.	Baltimore.	Lancaster,	Norristown.	Trenton.	Newark.	Total.
Barry Truscott	Harley-Davidson	0	0	0	0	0	0	0	0	1,000
Dan L. Dresser, Jr.	Harley-Davidson	0	0	0	0	0	0	0	0	1,000
Steward Slosson	Reading Standard	Quit in rain—Perth Amboy, N. J.								
E. B. Wagner	Indian	0	0	4	0	0	52	0	0	944
Orrie Steele	Indian	0	0	0	0	1	0	0	0	999
Harvey Snyder	Indian	0	0	0	0	1	0	0	42	957
H. E. Hill	Indian	0	0	0	0	7	0	0	0	993
E. R. Compton	Pope	Broken rear axle—South Amboy, N. J.								
Chas. Davis	Indian	0	0	0	0	0	0	0	0	1,000
John Baker	Pope	0	Withdrew at Philadelphia.							
Fred Zukschwidt	Thor	0	22	9	Withdrew at Wilmington.					
Harry Wimmer	Excelsior	0	0	0	2	2	0	0	0	996
John Rosenberry	Indian	0	0	0	0	0	0	0	0	1,000
F. F. Deyer	Henderson	0	0	0	0	0	Lost near Norristown, Pa.			
C. H. Drude	Henderson	0	0	0	0	0	0	0	0	1,000
Harvey Bernard	Henderson	0	0	0	0	0	0	0	0	1,000
F. W. Buchanan	Merkel	0	0	8	0	0	0	0	0	992
John H. Hull	Merkel	0	0	3	50	0	0	0	0	947
John G. Ledyard	Merkel	0	0	2	49	0	Wrecked machine, Coatesville, Pa.			
Arthur Dunham	Pope	0	0	1	0	1	0	0	0	998
R. L. Sherman	Pope	0	0	0	0	1	0	0	0	999
C. S. Hurlbutt	Pope	0	0	4	0	1	0	0	0	995
"Happy" Scherer	Harley-Davidson	0	0	0	0	0	0	0	0	1,000
W. J. Ruhle	Harley-Davidson	0	0	0	0	0	0	0	0	1,000
E. R. Durkee	Harley-Davidson	0	0	0	0	0	0	0	0	1,000
Alex. Klein	Harley-Davidson	0	0	0	0	0	0	0	0	1.000
A. H. Herrington	Harley-Davidson	0	0	0	0	0	0	0	0	1,000
W. Ed. MacDougall	Harley-Davidson	0	0	0	0	0	0	0	0	1,000
M. E. Gale	Emblem	0	68	15	0	31	33	0	24	829
Watson Kluzcek	Emblem	0	10	1	0	2	0	0	0	987
Aug. Zimmermann	Indian	0	0	0	0	0	0	0	0	1,000
Art LaRoe	Indian	0	0	0	0	0	0	0	0	1,000
J. H. O'Brien	Indian	0	0	0	0	0	0	0	0	1,000
P. M. Bohsen	Excelsior	0	0	0	0	0	0	0	0	1,000
A. C. Bohsen	Excelsior	0	0	0	0	0	0	0	0	1,000
E. B. Holton	Excelsior	0	0	9	0	0	0	0	0	991
D. L. Marshall	Pope	0	0	0	0	Broken crankcase—Parkton, Md.				
Geo. Riechey	Yale	0	0	0	0	109	161	..	..	...
P. W. Stevens	Yale	0	0	0	Broken commutator, 21 miles from Baltimore, Md.					
H. E. Coryell	Yale	0	0	0	0	0	0	0	0	1,000
H. N. Wessling	Yale Sidecar	0	0	0	0	0	0	0	0	1,000
I. Jacobs	Yale Sidecar	0	0	0	0	0	0	0	0	1,000
E. A. Robertson	Yale Sidecar	0	0	0	0	0	0	0	0	1,000
P. S. Kaufman	Indian	0	0	0	0	23	37	0	0	940
Geo. A. Ellis	Pope	0	0	1	0	44	57	0	0	899
Joe Wasko	Indian	0	0	1	0	0	0	0	0	998
H. Raoul	Indian Sidecar	0	33	14	19	33	36	..	..	...
Art Chapple	Dayton Sidecar	0	0	0	0	0	9	0	0	991

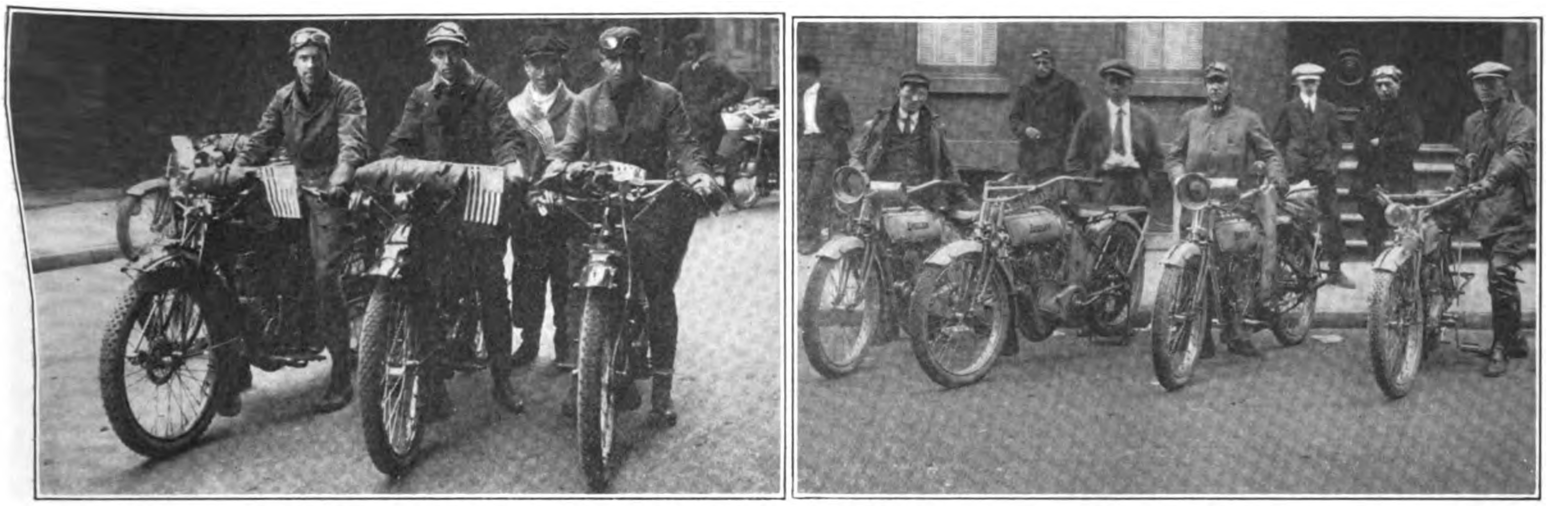
Wonderful Work by Sidecars

On the other hand, the Harley-Davidson team had one rider, E. R. Durkee, who failed to sign a certain checking sheet, and thus the situation is further complicated. After considering the various claims, Referee Roy Pascal awarded the team cup to the Indian team, and a protest was promptly filed by W. J. Ruhle, of the Harley-Davidson squad. The club then decided to submit the case to Chairman Donovan, of the F. A. M. Competition Committee. It is possible that the situation may become still more intricate through the Pope team's claim to recognition. The Pope riders signed all the checking sheets properly but the team score was not kept perfect.

The work of the five sidecar combinations entered was a wonderful revelation of how efficient these outfits are for travel over all kinds of roads. Although they were compelled to adhere to the 20 mile an hour schedule as mapped out for the solo mounts, the three Yale sidecars, manned by H. N. Wessling with Ralph Babcock as passenger, E. A. Robertson with William Williams as passenger, and Ivan Jacobs with Claude Holgate as passenger, pulled in at each control on time. Arthur Chapple, driving a Dayton, with Louis Jeanroy as sidecar passenger, also made an excellent showing and was late only six minutes at one control. The drivers of these sidecar combinations will all be awarded silver medals, while the passengers will receive bronze medals. H. Raoul, who drove the fifth sidecar combination, encountered trouble and decided to retire at Norristown.

What Happened to the Teams

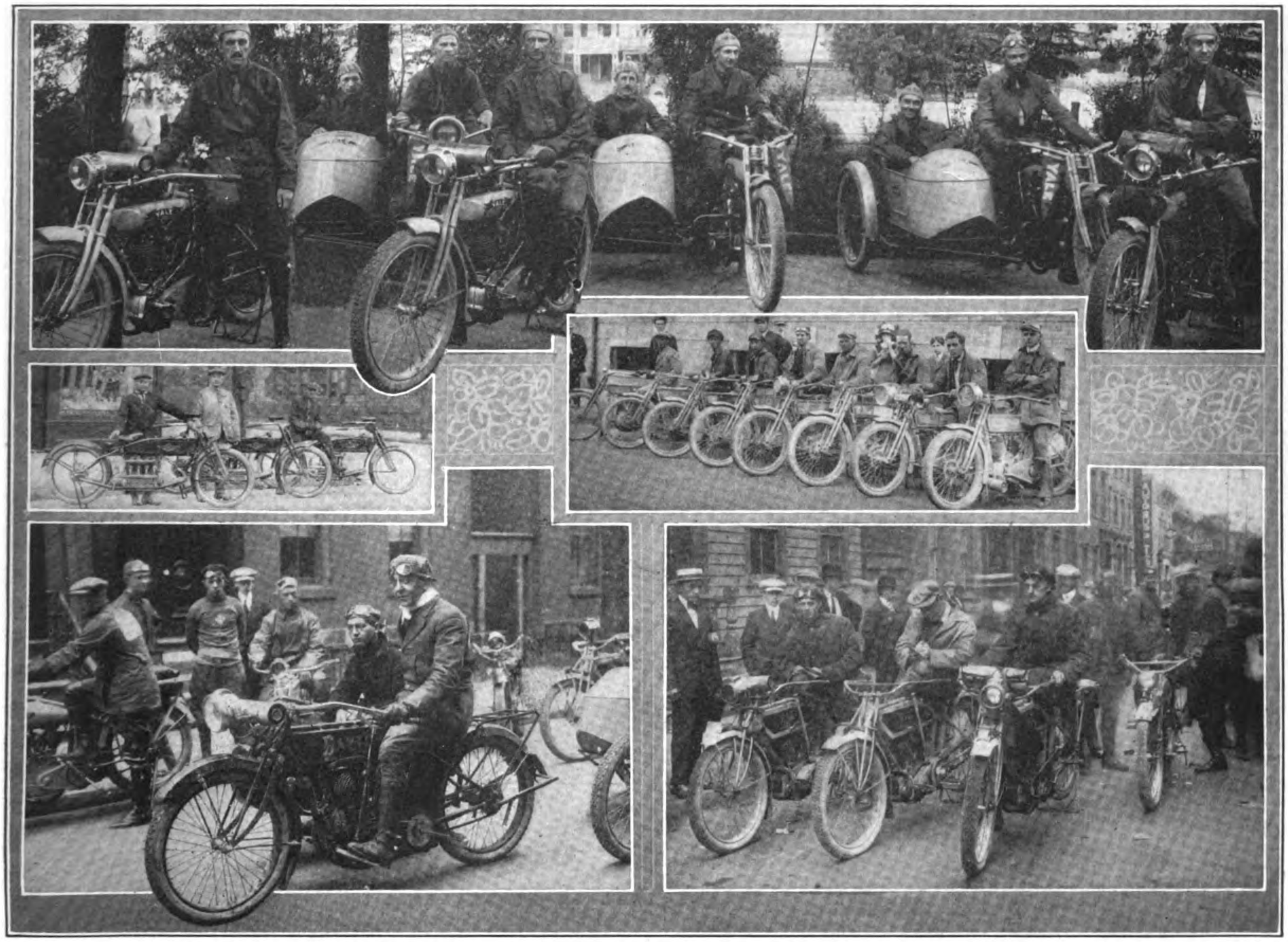
The elimination of the five factory teams from the cup competition was brought about as follows: E. B. Holton, Excelsior, late nine minutes because of punctures; F. F. Beyer, Henderson, became lost en route; Pope team, composed of Arthur Durham, R. S. Sherman and Charles S. Hurlburt, got



The Indian Team and the Battery of Sturdy Emblems; at the Extreme Right Appears M. E. Gale, the Angola Veteran.

off route and was lost for some time; John G. Ledyard, Flying Merkel, struck a telegraph pole and wrecked his machine; P. W. Stevens, the Yale veteran, jammed a stone between his short drive chain and commutator and was forced to retire 21 miles from Baltimore. George Reichey, of the Yale team, had considerable tube trouble the second day which might have caused his team's elimination had Stevens been perfect.

Other tales of hard luck were told by E. R. Compton, Pope, who broke his rear axle in South Amboy, N. J.; J. L. Baker, Pope, who had tire trouble; M. E. Gale, Emblem, who lost the road, had tire trouble and broke his chain; E. B. Wagner, Indian, six blow-outs in 20 miles; Harvey Snyder, Indian, who rode perfectly until twelve miles from the finish and then was left tranded because he could not obtain a new tube;



Across the Top of the Above Layout is Shown the Yale Teams. The Yale Sidecar Squad Scored Perfectly. In the Center at Left Appears the Henderson Team and the Harley-Davidson Crew is at the Right, Center. In the Lower Lefthand Corner is Art Chapple and His Dayton Combination, and at the Right the Excelsior Trio.

D. L. Marshall, Pope, broke his crankcase in Parkton, Md.; George A. Ellis, Pope, lost his push-rod and was unable to make up lost time when repairs had been made.

The Run a Big Success

Considered from all angles, the run was a big success. The course was sufficiently exacting to bring out the best that was in machines and riders, but not severe enough to cause accidents. The checking was well handled and the general management of the program reflected credit on the New Jersey M. C.

There were numerous spills, but without serious results. Charles Hurlburt, Pope, took the first spill when he tried that old stunt of rubbing wet tires on steel car tracks. Among the others who bit the dust was P. S. Kaufman, Indian, who was severely shaken up in a fall. He gamely continued riding.

The Consistency Prizes

The first prize for consistent riding went to August Zimmerman, of the Indian team, with A. H. Herrington, Harley-Davidson, in second place. Referee Pascal accepted an affidavit of Alex Klein, Harley-Davidson, to the effect that he signed the checking sheet at Wilmington four minutes earlier than the checker gave him credit for. This allowed Klein a perfect score and tied him with Zimmerman for the consistency prize. To break the tie the times of arrival of the two men at all the known checking points were carefully compared again and Zimmerman won out by three points, having signed the check sheets that much more punctually at all the checking stations.

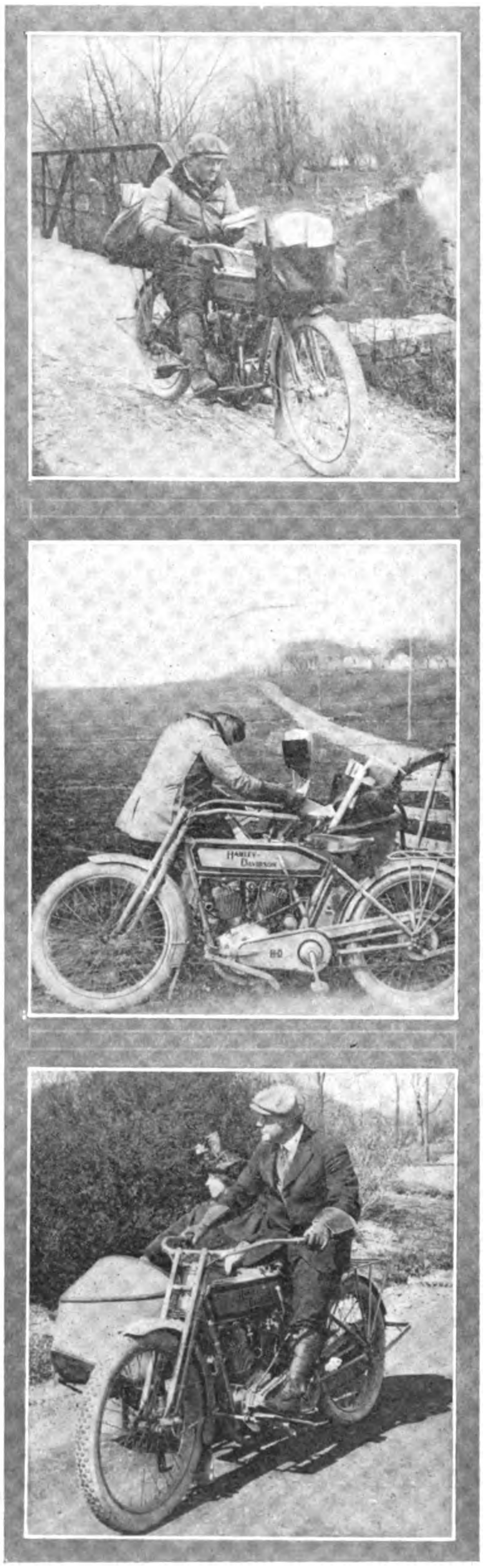
The accessory prizes for consistent riding go to the following riders: A. H. Herrington, Harley-Davidson, 947 points; Barry Truscott, Harley-Davidson, 916; Orrie Steele, Indian, 912; Dan L. Dresser, Jr., Harley-Davidson, 907; Charles Davis, Indian, 902; Joe Wasko, Indian, 892; Harry Wimmer, Excelsior, 825; Howard Hill, Indian, 773.

BUFFALO CLUBSTERS MAKE TWO-DAY TOUR

A TWO-DAY sociability run was participated in by members of the Buffalo, N. Y., M. C. on May 30 and 31. The riders left the club rooms at 7:30 a. m. Decoration Day, proceeding through East Aurora, Holland and Franklinville to Olean. Beyond Holland the roads were of blue clay and sand. At some points the clay was so deep that it reached the motor base.

A lunch stop was made at Olean, after which the riders continued through Alleghany, Salamanca, Randolph and Falconer to Jamestown. Although the roads between Olean and Jamestown were in bad condition they did not cause as much trouble as those encountered on the first part of the run. The riders remained overnight at the Samuels Hotel, Jamestown. In the morning they rode along the west shore of Lake Chautauqua to Panama Rocks and then to Stow, from which point they went by ferry to Bemus Point. After returning to Jamestown for dinner the Buffalonians made the homeward trip by way of Sinclairville, Cherry Creek, South Dayton, Gowanda and Hamburg.

The Motorcycle at Work and at Play



The Top Picture in the Layout Shows a R. F. D. Carrier Riding His Harley-Davidson in Solo Trim, and Still Carrying a Formidable Load of Mail. The Center Photograph Brings the Sidecar into Action as an Adjunct to the Carrier's Mail Bags, and the Bottom Photo Proves that it is a Very Simple Matter for the Carrier to Adapt the Motorcycle Outfit to His Periods of Recreation. Hundreds of R. F. D. Men Throughout the Country Are Successfully Following Just this System Month in and Mouth Out.

TENTATIVE PLAN FOR CONVENTION PROGRAM

MEMBERS of the Motorcycle Club of St. Louis, Mo., have preparations well under way for entertaining the F. A. M. National Convention to be held in the Mound City from July 15 to 18. William Hellman has been appointed chairman of the Convention Committee and is assisted by President Newman and Secretary Sommers, of the club. Holman Johnson, the Thor agent, has rented a large building at 3315 Olive street, where the machines of all visiting riders will be stored free. Visiting riders may forward baggage to the Hurck Motor & Cycle Co., 109 North Twelfth street. In this connection, special mention is made of the fact that all charges should be prepaid.

The tentative program for the entertainment of the delegates and visitors, as outlined by the Convention Committee, is as follows: Wednesday, July 15:—Out of town riders will be met by the reception committee and escorted to the official hotels, the Planters and the Jefferson, and in the evening there will be a smoker at the Jefferson.

July 16:—The Jefferson will be the scene of the opening session of the convention in the morning, and in the afternoon a panorama photograph will be taken on Twelfth street. Following the taking of the picture a tour of the interesting points of the city will be made. The evening will be recognized as "Gala Night," when all of the riders will go to Forest Park, where they will have free access to all of the attractions, including the swimming pool.

July 17:—The morning will be devoted to F. A. M. affairs in the convention hall, and an attractive racing program will be arranged for the afternoon. The riders will spend the evening at Priester's Park, where they will be entertained by cabaret and vaudeville programs. Racing at the motordrome will also be a feature of the evening's program.

July 18:—The final business meeting of the Federation will be held in the morning, and in the afternoon a visit will be made to the largest brewery in the world. Souvenirs will be given to all visitors and the week's festivities will wind up with an excursion on the steamer Grey Eagle.

BINGHAMTON M. C. ON THE ROAD

Twelve members of the Binghamton (N. Y.) M. C. enjoyed a run on Sunday, May 31, going through Castle Creek and Whitney Point and stopping at Cortland for dinner. In the afternoon they proceeded to Dryden, Newark Valley and Owego, crossing on the ferry at Hiawatha Island and then returning to Binghamton. They traveled a distance of 112 miles and experienced no machine trouble. B. E. Jewell and wife with a sidecar combination joined the boys at Cortland and finished the trip with them. Mr. Jewell is the Excelsior agent in Cortland.

This was the club's third run so far in 1914, and it is the intention to hold an outing every Sunday from now on. R. L. Walsh was recently appointed official photographer for the club and is making up a highly interesting series of pictures taken on the Sunday trips.

Rockford State F. A. M. Meeting Featured by Well Handled Race Meet

Part of the Line-up of Riders Who Visited Rockford for the State Convention Program

ROCKFORD, ILL.—The State meeting of the Illinois F. A. M., held May 29-31, proved highly successful and members of the Federation were in attendance in large numbers. When the riders arrived on May 29 they registered and made short sight-seeing trips about Rockford. There was also an excursion on the steamer *Illinois* on the Rock River. The business session scheduled for the morning of May 30 was set ahead to the next day and the delegates and their friends spent the holiday at the mile track, where the Rockford M. C. conducted races in the afternoon. The evening of the thirtieth was devoted to a stag, given at the summer home of the Rockford club seven miles south of the city.

On Sunday morning when the riders were all lined up for a photograph at Fairgrounds Park it was decided to postpone the business session again and to hold it at the discretion of State Commissioner Sullivan.

Races Well Attended

About 2,500 people attended the race meet on May 30. Charles Balke and his eight-valve Indian were in the limelight once more, with nervy little Bob Perry upholding the Excelsior reputation in his usual consistent manner. The first race was for the State Championship, at five miles. It was won by Fred Dummer, Harley-Davidson, with Paul Mumm, Excelsior, second, and Earl Bengston, Harley-Davidson, third. Time, 5:00.

Five-mile open.—Balke, Indian, first; Perry, Excelsior, second; Ray Creviston, Excelsior, third. Time, 4:18.

Five-mile open, 30:50 cu. in. class—Balke, Indian, first; Comstock, Jefferson, second; Perry, Excelsior, third. Time, 4:41⅗.

Ten miles, stripped stock machines.—Creviston, Excelsior, first; Perry, Excelsior, second; Leslie Allen, Indian, third. Time, 9:25.

Ten-mile open.—Balke, Indian, first; Kenneth Verrill, second; Perry and Creviston, retired. Time, 8:40.

The 25-mile state amateur championship was run off in heats. First heat: Mumm, Excelsior; Bengston, Harley-Davidson; Menke, Excelsior. Time, 5:00 flat. Second heat: Leuter, Excelsior; Hyde, Excelsior; Peterson, Indian. Time, 5:04⅗. Final—ten miles: Leuters, Excelsior; Manke, Excelsior; Munn, Excelsior.

Balke Cracks Track Record

The second day's program was featured by the lowering of the track record by Charles Balke. Balke made the circuit in 50 seconds in the last race of the day, the 15-mile Illinois Sweepstakes.

The other events were as follows:

Five-mile stripped stock race, for professionals—Perry, Excelsior, first; Creviston, Excelsior, second. Time, 4:51.

Ten-mile open, professional: Two entries.—Balke, Indian, first; Comstock, Jefferson, second. Time, 9:3⅗.

Five-mile open, professional—Balke, Indian, first; Creviston, Excelsior, second; Verrill, Indian, third. Time, 4:20.

Ten-mile open, professional—Balke, Indian, first; Perry, Excelsior, second; Creviston, Excelsior, third. Time, 8:37⅗.

Illinois Sweepstakes; fifteen miles—Balke won in 14:28; Perry, second. Creviston went out with a broken intake valve dome.

The amateur events on the second day were hotly contested. In the one-mile race for the Illinois State championship Leuters, Excelsior, led the field, with Munn, Excelsior, second, and Menke, Excelsior, third. In the two-mile State championship the above riders finished in the same positions, but Leuter was disqualified for riding up against Munn and for looking back. This placed Munn in first place and allowed him to clinch the trip to the National F. A. M. Convention at St. Louis, the Rockford M. C. agreeing to pay the expenses for the amateur scoring the most points in the two days of racing. The ten-mile State championship for a gold medal was won by Leuter, with Munn second.

HONORS WELL DIVIDED AT FORT WAYNE MEET

PINEAU, Flying Merkel, and Rowe and Breier, both riding Thors, shared the honors in the recent race meet staged by the Fort Wayne M. C., of Fort Wayne, Ind. The races were held on a one-mile flat track. Summaries:

Five-mile race, 30:50 cu. in.—Won by Rowe, Thor; Breier, Thor; Pineau, Merkel. Time, 6:32.

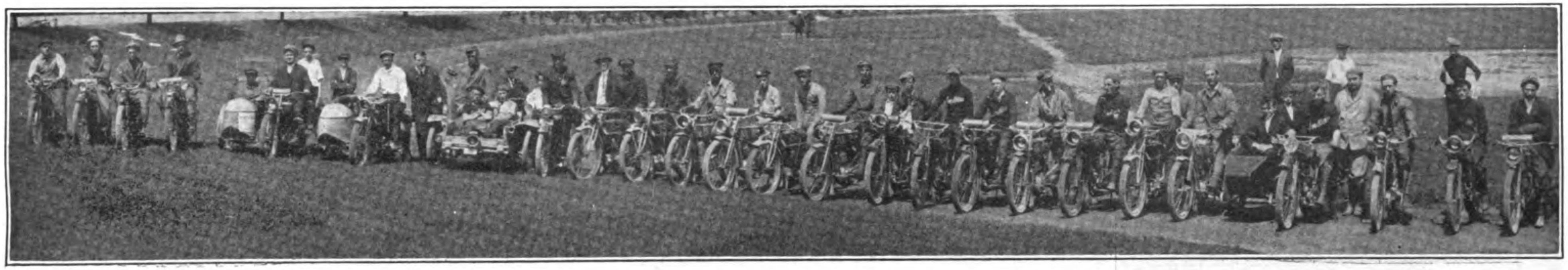
Ten-mile race, 30:50 cu. in.—Won by Rowe, Thor; Breier, Thor; Pineau, Merkel. Time, 10:20⅗.

Five-mile race, 30:50 cu. in.—Won by Pineau, Merkel; Breier, Thor; Voss, Excelsior. Time, 6:13⅘.

Ten-mile race, 30:50 cu. in.—Won by Breier, Thor; Pineau, Merkel. Time, 12:27.

Five-mile open race.—Won by Pineau, Merkel; Voss, Excelsior. Time, 6:13⅗.

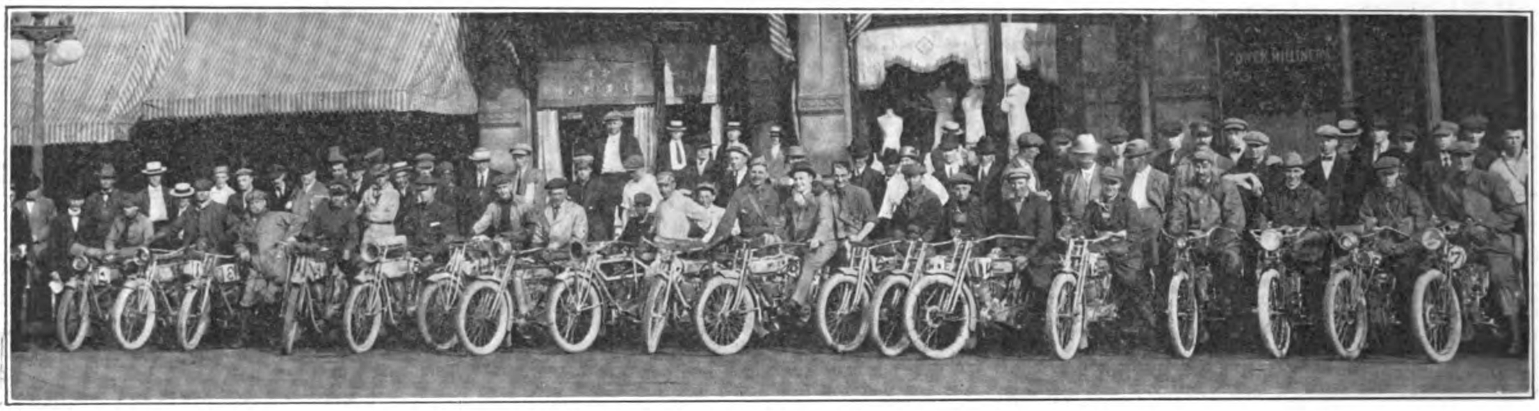
Fifteen-mile open race.—Won by Breier, Thor; Pineau, Merkel. Time, 18:50⅗.



Some of the Visitors Had Traveled Considerable Distances but They Expressed Themselves as Well Satisfied

THREE TEAMS PERFECT IN F. A. M. RUN

Yale, Harley-Davidson and Indian Squads Finish O. K. in Indiana Three-Day Trial



This Is the Way the Indiana Endurance Riders Lined Up Just Before the Start from Indianapolis.

INDIANAPOLIS, Ind., June 8.—Fourteen of the nineteen starters in the Indiana F. A. M. endurance run finished with perfect scores when the run ended in this city last Monday night. The three factory teams to finish perfectly were the Harley-Davidsons, Yales and Indians. Schory, a Harley-Davidson rider, and Hodgin, mounting an Indian, also kept their scores clean.

Jes Campbell, the veteran Yale rider and State F. A. M. Commissioner for Ohio, was the hero of the run. At Lafayette, Ind., the first control, Campbell was overcome by the heat. He retired under the care of a physician with a high fever. The next morning, although the fever had abated only slightly, he continued in the run. He was again under the care of a physician at Fort Wayne, the second night control, but started again the next day. He arrived at Indianapolis hardly able to sit in his saddle and was once more hustled into bed. His condition, while not considered critical is causing much worry.

Trouble in Following Route

Some of the riders complained that the route was not properly mapped out, and considerable trouble was experienced in keeping on the proper roads. Some took one road, others another. The run threatened for a time to develop into a go-as-you-please affair. One bad stretch of road was encountered after the run of the first day. It was between LaPorte and South Bend. Several riders spoiled their scores on this stretch, and two protests are expected.

Evans claims that the checking points at Fort Wayne and Indianapolis were changed. He asserts that he lost thirty-four minutes in finding the checking stations, and that he thus wrecked an otherwise perfect score, Butterfield went out at Monticello with bad tires; Fields retired at Richmond with a broken valve and piston and Sergeant went out at Goshen with a broken frame.

The Perfect Score Yale Team—Ray, Jacobs and Campbell. The Latter Gave a Remarkable Exhibition of Gameness Throughout the Run.

Following are the riders who finished with perfect scores: Merz, Appel, Unversaw, "Cross-Country" Baker, Von Staten, Teubner, Hodgin, Jameson, Hoyt, Bauer, Jacobs, Campbell, Ray, Schory. McLain was 26 minutes late at LaPorte and the remaining four contestants were eliminated as stated in the preceding paragraph.

Schedule for the Run

The participants rode twelve hours daily for three days and covered 663 miles. The route was from Indianapolis to Martinsville, to Gosport, to Spencer, to Bloomfield, to Linton, the latter being the noon check. In the afternoon they proceeded to Sullivan, to Terre Haute, to Rockville, to Crawfordsville, to Lafayette, the first night control.

On the second day they rode from Lafayette to Monticello, to Winamac, to Knox, to LaPorte, the noon control. From that point they proceeded to South Bend, to Goshen, to Kendallville, to Fort Wayne, the second night control. On the third day the route led from Fort Wayne to Decatur, to Portland, to Union City, to Richmond, the noon control. The last leg was from Richmond to Cambridge City, to Connersville, to Rushville, to Shelbyville, to Franklin, to Indianapolis.

Make-Up of the Trade Teams

Six factory teams were entered, as follows: Pope, O. F. McLain, J. E. Merz and R. Fields; De Luxe, A. C. Appel, R. Unversaw and C. A. Butterfield; Indian, Erwin G. Baker, George Von Staten and William Teubner; Harley-Davidson; H. Hoyt, "Happy" Jameson and J. Bauer; Yale, I. F. Jacobs, Jes Campbell and Raymond Ray; Henderson, Charles Drude, Harvey Bernard and F. F. Beyer. The machines intended for the Henderson team did not arrive in time, and much to their regret the team was unable to start.

"Cross Country" Baker was given a warm reception when he lined up for the start of the run. The Old Warhorse mounted the same Indian on which he recently hung up the new transcontinental record and was in fine trim. The three-day run did not even "wind" him.

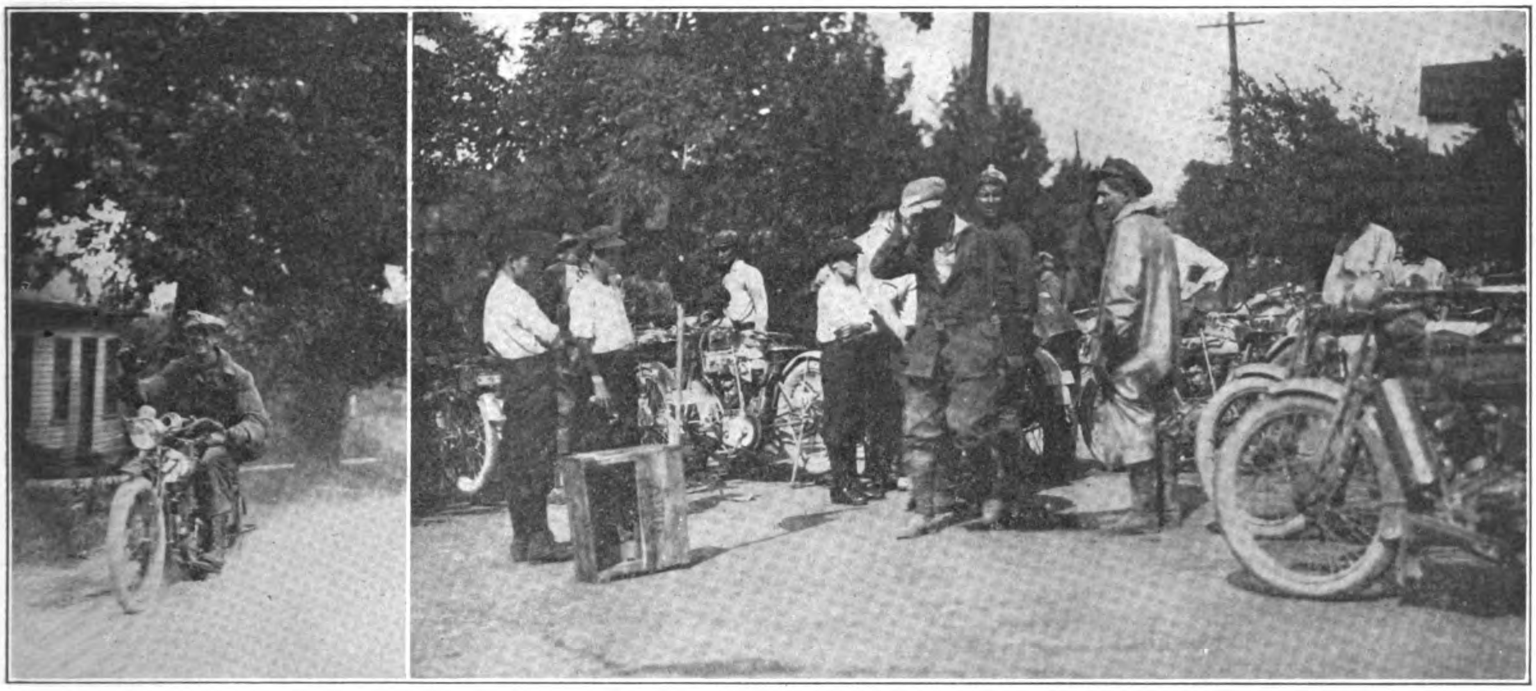
Indianapolis, Ind., June 8.—The State convention of the Indiana F. A. M. was held in the clubrooms of the Indianapolis M. C. on the evening of June 5. The meeting was called to order by State Commissioner O. F. McLain and fourteen delegates were in attendance.

After the reading of the minutes the fourteen delegates were seated, twelve being from Indianapolis and two from outside points. When the election of officers was in order O. F. McLain was retained as State Commissioner, J. E. Merz was chosen as secretary and C. A. Butterfield was made treasurer. It was the sentiment of the meeting that the other officers should be appointed by the State Commissioner when he found such action necessary. Commissioner McLain gave a talk on F. A. M. conditions in Indiana and condemned the County Commissioners for their lack of interest. He stated that he had notified sixty-two county officials of the convention and called attention to the fact that only two delegates from outside of Indianapolis were present. McLain admitted that when he took charge of the Indiana F. A. M. affairs the state ranked second in Federation circles, and stated that National Secretary Gibson's latest report shows it to be almost at the bottom in point of new members gained during the last year.

Factional Differences

Unfavorable comment was aroused owing to the fact that no reports were forthcoming from the state secretary or treasurer. E. P. Whitmer was elected secretary at the meeting May 16, 1913, but it is stated that he subsequently had differences with McLain who took his name off the list and substituted J. E. Merz. It was also claimed that Commissioner McLain appointed two more delegates for Marion county than the county is entitled to. One of the delegates was delinquent in the F. A. M. since April 18 according to his own statement.

At the last minute Fred A. Stalnaker was nominated against McLain for State Commissionership. Although he was a stranger to most of the delegates present he polled six votes against McLain's seven. The other officers were elected by the same vote, which has given rise to a claim that the meeting was machine operated. Dissatisfied F. A. M. members in Indianapolis are making an investigation and if it is considered justifiable another convention will be held to elect a new set of officers. Five members were given the right to vote from Marion county. Commissioner McLain declined to state how many members are in the county, but it is believed the number won't reach 100. If so, two of the five Marion delegates had no right to vote. This is one of the points upon which the more conservative F. A. M. workers in Indianapolis base their complaints.



At Left, Erwin Baker, Near Goshen, in Indiana Run. Right, Another View of the Squad Just Prior to the Start.

JOHNSON WILL PROPOSE MORE AMENDMENTS

WILLIAM M. JOHNSON, of Chicago, a member of the F. A. M. Board of Directors, has given notice of his intention to propose the following amendments to the Federation Constitution and By-Laws at the coming annual convention in St. Louis:

Proposed Amendments to Constitution

First: amend Section 1 of Article 5 of the constitution by striking out the words "the two living preceding ex-presidents."

Second: amend Section 3 of Article 5 as follows: Strike out all after the words "Board of Directors" in the sixth line of said section and substitute therefor the following:

"In the event of a vacancy in the Board of Directors or a national office, through any cause other than the expiration of the term, it shall be filled by a majority vote of the entire Board of Directors and the person so elected shall serve until the next National Assembly or until his successor is elected and qualified."

Third: amend Section 4 of Article 5 as follows: After the word "begin" in the last paragraph of said section strike out the words "ten days after the date" and substitute therefor the words "forthwith upon."

Fourth: amend Section 6 of Article 5 as follows: After the word "directors" in the sixth line of said section insert the words: "any director shall be eligible to the office of such chairman."

Fifth: an appropriate amendment to the constitution by virtue of which any of the offices provided by the constitution may be combined in one person, and the term of office may be more than one year.

Sixth: an appropriate amendment to provide for the incorporation of the Federation as a voluntary association.

Proposed Amendments to the By-Laws

First: amend Section 1 of Article 5 by striking out the paragraph of said section, which reads as follows: "In the event of a vacancy occurring in any national office it shall be filled by a two-thirds vote of the entire Board of Directors."

Second: amend Section 1 of Article 5 by striking out the last sentence of the second paragraph of said section, which reads as follows: "He shall call special meetings of the National Assembly on the written request of any 25 members, which request of any 25 members shall state the object, or objects, of such meetings," and substitute therefor the following: "He shall call special meetings of the National Assembly on the written request of any 50 members residing in any single district, or upon a like request of 50 members at least five of whom shall reside in each of the several districts."

Third: any other needed amendment to the by-laws so that the same shall conform to the constitution.

FOURTH ANNUAL LISTER OUTING

The fourth annual social run and chicken dinner conducted under the auspices of the Lister Motorcycle Company, agents for the Harley-Davidson in Cleveland, O., is scheduled for June 14. The riders will meet at 9 a. m. at 1718 East Fifty-fifth street, from which place the social jaunt to the Maplewood Beach Hotel will be started. The annual Lister outing is one of the most popular motorcycle sociability events of the year in Cleveland.

B. Wallace has taken the agency for the Dayton motorcycle in Red Oak, Iowa.

BALKE DEAD AFTER CRASH IN PRACTICE

Indian Speedster Struck Track-Roller at Hawthorne Course While Trying Out a New Machine and Died in Hospital Despite Trepanning Operation

CHICAGO, Ill., June 8.—Charles Balke is dead. After surviving falls and smiling his way confidently through pulse-quickening experiences on flat and board tracks all over the country, he went to his death yesterday in a practice spin on the Hawthorne course. With several other racers Balke started to circle the track by way of tuning up a new eight-valve Indian. Balke's companions were leading and such a cloud of dust was thrown up that the little Californian did not see a horse-drawn roller which was traveling around the track near the rail. He struck the roller full tilt from the rear and fractured his skull. Balke was rushed to a hospital where a trepanning operation was performed by the two best surgeons available. He survived the operation only half an hour, the surgeons having held out from the first only the most remote hope of saving his life.

It is claimed that no guards were placed on the track to warn the racers that the roller was being used, but this is denied by the track management. However that may be, Balke and his companions certainly did not know of the location of the roller and it seems safe to assume that no warning was issued to them. The accident occurred on the third turn. The riders who were with Balke—John Verrill, Bert Wayne and one or two others—saw the roller barely in time to turn out. Verrill, who was close to Balke on the outer side of the track, missed the roller by a hair's-breath, but the "Fearless One," hugging the rail, never had a chance.

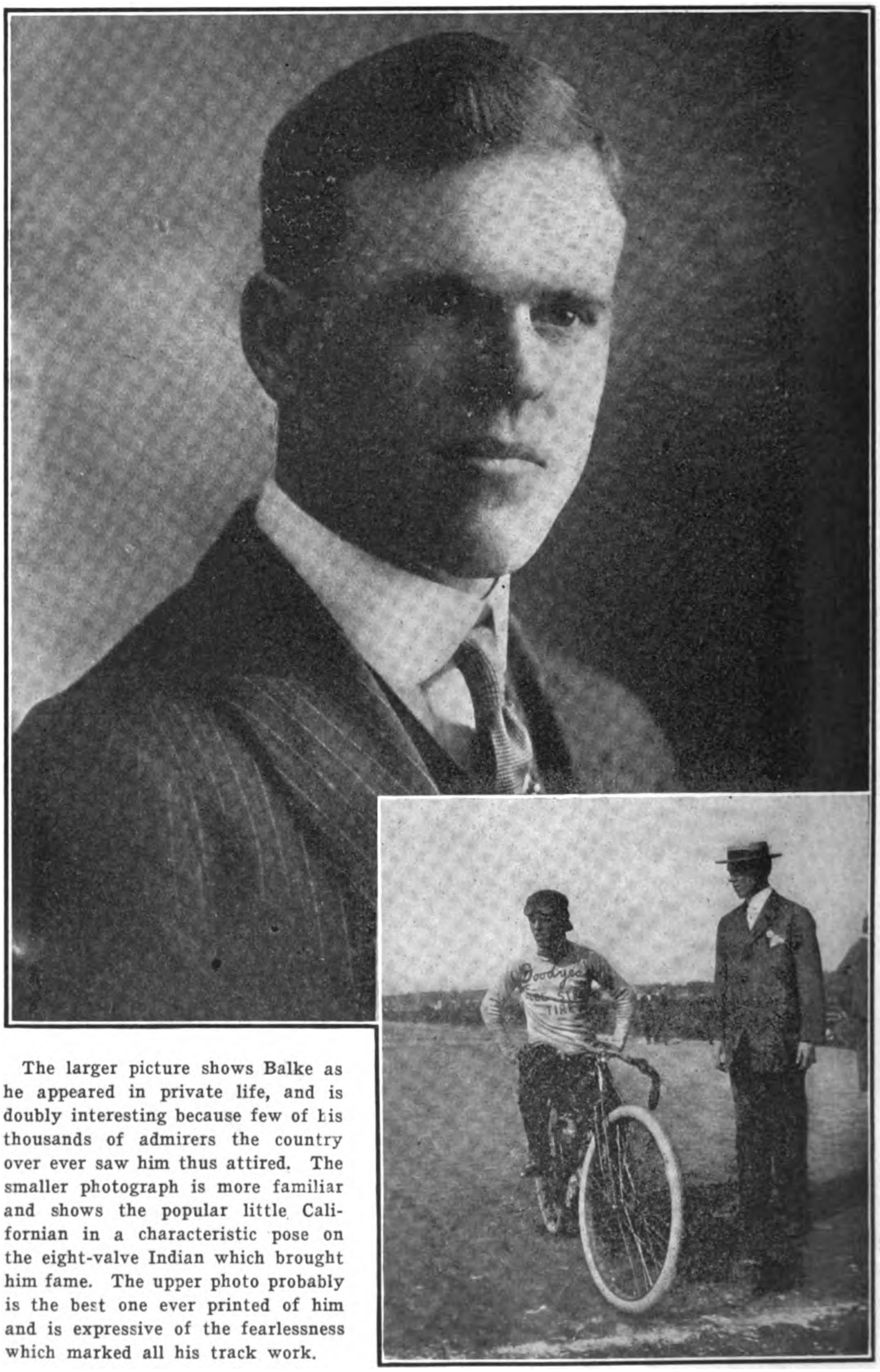
Crash Heard All Over the Track

The crash of Balke's flying motorcycle into the roller was heard all over the course. P. B. Whitney, the veteran Indian representative in Chicago, was at the starting line with a stop-watch to observe the behavior of the new machines which were being tested, and as soon as he heard the crash he knew that there had been a serious accident. He was unable to see what had happened owing to the fact that tall weeds in the infield shut off the view. He ran across the course and found the prostrate racer, with his machine beside him a battered and twisted tangle of steel.

Whitney put forth superhuman efforts in the next few minutes to have the racer hurried to a hospital, nothing being spared that might give the slightest aid to the surgeons. At the hospital it was decided immediately that Balke's life could not be saved, but Whitney, fighting desperately to the last to have all possible surgical skill brought to bear, insisted upon the only operation that held out a ghost of a chance. Balke did not utter a word after the crash. Half an hour after the surgeons had finished their hopeless task the end came, and one of the most remarkable careers the American motorcycle racing field has known was closed.

Balke's Wonderful Success

Charles Balke was referred to as one of the Old Guard of American racing men. For years past he had been eminently successful on both flat and board tracks, and his victories were so numerous and so consistently piled up that even the racer himself lost count of them. During the last winter he engaged in a series of trials on the Pacific Coast with a view of lowering more records, but was unsuccessful, although he gave some spectacular exhibitions. He then came East for the opening of the present season and flashed like a meteor across the racing firmament in his first races at the Hawthorne track. Never had he been in better form and in the professional events he was practically invincible. From Chicago he visited several other cities where meets were held just prior to and on Memorial Day, hanging up victory after victory. Close followers of racing assert that he reached the height of his career during the last few weeks.



The larger picture shows Balke as he appeared in private life, and is doubly interesting because few of his thousands of admirers the country over ever saw him thus attired. The smaller photograph is more familiar and shows the popular little Californian in a characteristic pose on the eight-valve Indian which brought him fame. The upper photo probably is the best one ever printed of him and is expressive of the fearlessness which marked all his track work.

Balke was one of the most loyal and capable riders ever attached to the Indian racing camp, and it goes without saying that his death has been a heavy blow to the Hendee company and its representatives throughout the country. He was popular on all sides, and his ability to smile in defeat as readily as in victory won him the reputation of being a sportsman from the soles of his riding shoes to the tip of his helmet. It is also to his everlasting credit that he rode every one of his countless races honestly and as if his life depended upon winning it. The tribute accorded the famous De Rosier—"a competitor never won from him except on pure merit"—applies with equal force to Charles Balke.

In addition to lowering local track records all over the country Balke captured the one, five and ten mile professional championships at the F. A. M. convention meet in Denver, July 25-26 of last year and added materially to his prestige by leading the big field home in the 250-mile Elgin road race held July 4, 1913, under the auspices of the Chicago M. C. He appeared to be equally at home in board track sprints, flat track work and long-distance grinds over road courses.

Other Indian Riders Withdrawn

Following Balke's accident Manager Whitney withdrew the other Indian riders from the races which were scheduled for Sunday, and the Excelsior Motor Mfg. & Supply Company demonstrated its thoroughly sportsmanlike spirit by calling off all the Excelsior racers.

The body of the little champion was placed aboard a train for Los Angeles on the evening of June 8, Manager Whitney of the Hendee company, personally supervising all the arrangements. To the ever-capable Whitney also fell the trying task of breaking the news to Mrs. Balke. She had accompanied her husband on his triumphal trips from coast to coast and was usually to be seen in the grandstand when he rode, but she was not at the Hawthorne track when the accident occurred. Manager Whitney carried the tragic story to her at the New Southern Hotel.

HILL-CLIMBING TRIALS

Motorcycle events will be included in the hill-climbing trials to be conducted by the Automobile Club of Fayette County, Uniontown, Pa., on June 17 and 18. The first day's program includes contests for amateur motorcyclists, while the professional two-wheeler enthusiasts will have an opportunity to demonstrate their prowess on the second day. The course is on the Old National Pike, near Uniontown, and is a three-mile climb up the side of Chestnut Ridge of the Alleghany mountains, with asphalt surface. Motorcycle merchandise will be offered as prizes in the amateur events. The professional purses are $100, $75, $50 and $25. A number of Pittsburg riders have agreed to compete.

WINS SEALED-TIME RUN

Frank W. Chester was the winner of the Old Sol lamp offered as a prize in the recent sealed-time run to Gowanda staged by the Buffalo M. C. The lamp was donated by Herman L. Peters, Buffalo distributor for the Harley-Davidson. There were 35 contestants, a number of whom dropped out shortly after the start of a severe rain storm.

EDUCATIONAL WORK NEEDED

More Women Would Ride Motorcycles if They Understood the Machines, Says Miss Lillian Hauerwas

"I AM fully convinced that the reason more women do not ride motorcycles is that they fail to grasp the recreation possibilities of the machine," said Miss Lillian Hauerwas, of Milwaukee, Wis., a few days ago in discussing the outlook for women riders in this country. "Altogether too many women regard the motorcycle as complicated and hard to handle, where as a matter of fact it is just the opposite. If they could be induced to make a trial trip under proper auspices they would at once gain confidence, and the next move would be made by dad or hubby who would be compelled to buy the fair enthusiast a motorcycle."

Miss Hauerwas has been riding Harley-Davidson motorcycles since 1911. She is now using a two-speed single and says this machine gives her sufficient power to go anywhere that other riders go without the extra weight of the twins. In 1912 Miss Hauerwas rode over 8,000 miles without a puncture, and took several long trips, among which was the Milwaukee *Journal* tour to Madison, Appleton and return, a distance of over 350 miles, in which she received a perfect score. She also rode to Chicago, which the average rider between the two cities knows is no joy ride.

In 1913 her mileage ran over 5,000, with only one puncture and practically no mechanical trouble charged against the machine. In company with Miss Haydel, cashier of the Harley-Davidson Motor Company, Miss Hauerwas rode to Lake Geneva and it was on that run that the solitary puncture was received. Although it was mended in good shape at the time, it gave her trouble later when she took part in the Milwaukee Motorcycle Club run to Madison, Rockford and return. This run was noted for its heavy sand, and some of the hills which stalled a number of the men were easily climbed by Miss Hauerwas and her sturdy single. She has never had a spill in sand, and in the 350-mile trip came through with flying colors.

Miss Hauerwas says that she has never found anything equal to motorcycle riding for outdoor exercise, and that she has tried a good many other forms of recreation, horseback riding, bicycling, etc. She often gets up at 5 o'clock in the morning and rides two hours before breakfast, changes from her riding costume to her street clothes and goes to her place of employment greatly refreshed by her morning spin. She prefers a divided skirt made of cravenette cloth for riding as she believes it makes a better appearance than khaki cloth and it is practically rainproof.

Miss Hauerwas expects to spend her vacation this summer in northern Indiana on her machine. She understands her motorcycle from A to Z.

NORTH SHORE ENDURANCE RUN

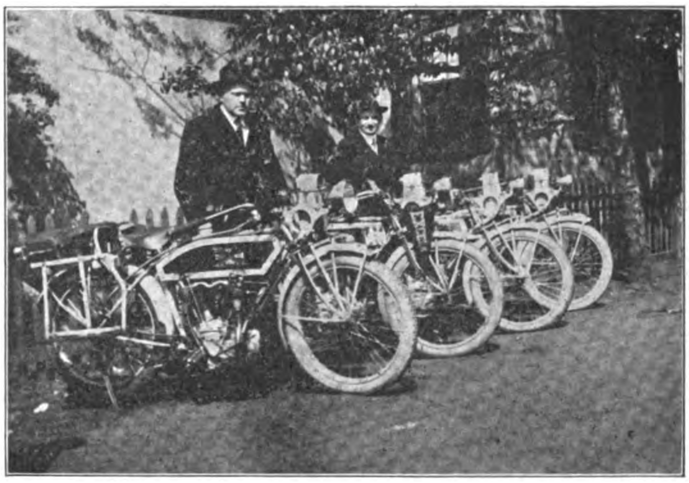
Late reports from the Competition Committee of the North Shore M. C., of Chicago, are to the effect that a large field of starters is expected in the club's endurance run on June 14. The contestants will go to Milwaukee and return over the East road via Waukegan, Kenosha and Racine. Medals will be awarded to the perfect scorers. An entry fee of $1 will be charged to members of the club, while the fee for non-members is $2. The committee also announces that plans are under way for a big hill climbing contest which will be staged in July.

CONVENTION DELEGATES

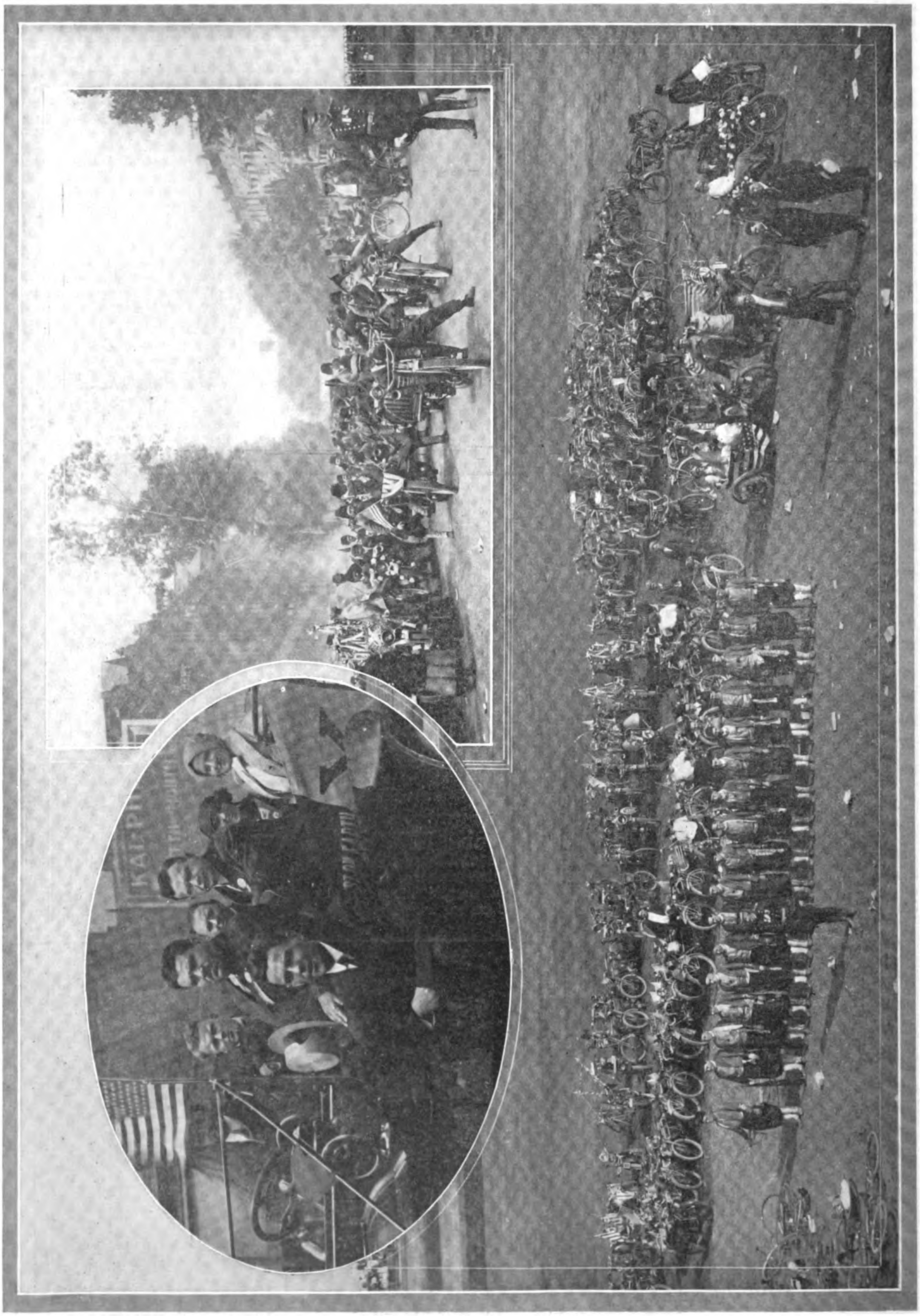
G. B. Gibson, of Westboro, Mass., National F. A. M. secretary, is sending out notices relative to the forthcoming national convention. State commissioners are being notified of the number of F. A. M. members in their State and the number of delegates they should appoint. Secretaries of all affiliated clubs are also receiving announcements of the number of delegates their clubs are entitled to.

Motorcycle riders of Trumbull County, Ohio, recently met at Warren and formed the Trumbull County M. C., with 23 charter members.

TWO TRADE BOOSTERS



The accompanying photograph from left to right shows E. Stewart Hawthorne, secretary and factory manager of the Hawthorne Mfg. Co., Inc., of Bridgeport, Conn., and Stanley T. Kellogg, former racing star and now Eastern distributor for the Excelsior motorcycle. Both these trade workers are as competent in handling a motorcycle on the road as in equipping and selling it.



Max Sladkin's "Excelsior Day." Mr. Sladkin Is Shown in the Front Seat of the Automobile. Horace Hawthorne Is Seated Beside Him. The Picture at the Top Right Shows the Start of Parade. Below Are Some of the Machines at the Track, With the Zouaves in the Foreground.

MAX SLADKIN'S EXCELSIOR DAY

Owner of Haverford Stores Astonishes Philadelphians—Parade and Race Meet Feature an Attractive Program

THE substantial citizens of Philadelphia were treated to an unusual spectacle on Memorial Day, when thousands of the residents of the Quaker City had an opportunity to witness the largest and also the most picturesque motorcycle parade ever staged in any of the Eastern States. Once before, on the occasion of the F. A. M. National Convention, there was a big gathering of motorcyclists in Philadelphia, but that affair, creditable as it was, could not be compared, in the matter of number participating and the attractiveness of it all, with the program of events with which Max M. Sladkin, of the Haverford Cycle Company, celebrated "Excelsior Day."

'Twas a Big Day

All in all, it was a big day for Sladkin, for the Haverford Company, for the Excelsior and for motorcycling in general. It can be stated without any fear of contradiction that never before had the motorcycle been so happily advertised or attracted such favorable attention from the curbstone onlooker. Weather conditions in the morning were rather forbidding, overcast skies and intermittent rain having the effect of keeping down the out-of-town attendance. Despite this fact, the program arranged by Mr. Sladkin attracted riders, in addition to hundreds of Philadelphians, from Atlantic City, Trenton, Camden, Reading, Paulsboro, Shamokin, Wilkesbarre, Scranton, Cellersville, Allentown, Harrisburg, Baltimore and from a number of smaller towns in the vicinity of Philadelphia.

An Interesting Parade

The parade formed in front of one of the Haverford branches at the corner of Broad street and Lehigh avenue shortly after noon. By that time the weather had cleared and the procession started under the most favorable auspices. It was led by a squad of motorcycle police, who were succeeded by a brass band in a big touring car. Mr. Sladkin and friends, Company G of the Third Infantry of the National Guard, under command of Captain Edwards, in Zouave uniform and riding in side-by-side tandem machines. The Zouaves were one of the big features of the parade; their quaint uniforms and the side-by-side seating arrangement of the machines they rode attracted a lot of attention from the public.

Prizes for Decorations

Trailing behind for nearly a mile came the largest line-up of motorcycles, principally Excelsiors, of course, the East has ever witnessed. Many of the owners of these machines, intent upon winning one of the prizes donated by Mr. Sladkin, had decorated their machines. Cash prizes, of $25, $15, $10, respectively, were awarded to the following: First prize, side-by-side seating, to Joseph Kayser, of Paulsboro, N. J.; second prize, H. McKane, of Philadelphia; third prize, Charles E. Hales, of Philadelphia. Mr. Hales was accompanied by his wife and son in his sidecar and tandem attachment.

Comic Stunts Awheel

Not the least interesting of the paraders were W. Stamper and Roy Waters, both of Philadelphia, who carried away the comedy honors in a walk. Stamper, on a 1914 model, towed Waters, on a dilapidated crock of ancient vintage. Both were dressed like circus clowns and acted their parts to perfection. Moreover, they exhibited no small measure of skill in manipulating their quaint outfit.

Luncheon and Souvenirs

Upon arrival at the Point Breeze Motordrome. all of the paraders were given free admission tickets, luncheon, cigars and souvenirs, including badges, pennants and a pocketbook of tire patches. New Departure "Joy Boy" pins were distributed in profusion by A. E. Griffith, who had not the least trouble in proving himself the original "Joy Boy" of them all.

Also a Drill

During the intermission between the races, the spectators were treated to a series of maneuvers by Company G, following which Captain Edwards was made the recipient of a handsome loving cup with the compliments of Mr. Sladkin. The presentation was made by Manager Stetzer, of the track, who took advantage of his opportunity to compliment Mr. Sladkin upon the success of his undertaking and the originality and energy he had displayed in making it possible.

The Board Track Events

The races were participated in exclusively by Excelsiors and resulted as follows:

3 mile, 4 h., stock singles, for out-of-town riders: Won by H. Banks, Paulsboro, N. J.; W. Vanimum, Paulsboro, N. J., second; H. C. Vollmer, Lancaster, Pa., third—time 3:57⅗.

3 mile event for twins: First heat won by Sam Jossas, Frankfort; E. Kayser, Paulsboro, second; W. J. Buck, Frankfort, third—time 3:18⅗. Second heat won by H. Banks; Vanimum, second; Kayser, third—time 2:54⅘.

Match race, 2 miles, 7 h. machines, professional: Won by Joe Pancoast, of Philadelphia; Billy Miller, Los Angeles, second—time 1:35⅖.

1 mile exhibition trial: Won by Joe Pancoast, of Philadelphia—time 48⅗.

In the evening the following races were run:

Final of the 3 mile, 7 h. amateur event: Won by Kayser; W. J. Buck, second; Harry Banks, third—time 3:5⅖.

5 mile, 7 h., professional Won by Joe Pancoast; J. L. Miller, second; W. Lambers, third—time 4:55⅕.

2 miles and one lap, for amateurs, 7 h.: Won by H. Banks; John Buck, second—time 3:35⅘.

3 mile free-for-all: Won by Joe Pancoast; J. L. Miller, second—time 2:29⅗.

Growth of Sladkin's Business

The Haverford Cycle Company is now running eleven stores, three of which, now doing business beyond all expectations, were opened only this year. Haverford business shows an increase of from 33 to 35 per cent. all along the line, the month of May establishing a record with nearly $200,000 worth of business. This record alone shows an increase of 60 per cent. over the business done in the same month last year, and Mr. Sladkin is of the opinion that, on account of the late spring, this is just the beginning of the big season.

Quick service for the customers of the southern Haverford stores is being furnished through the Norfolk branch, which acts as a distributing point for North and South Carolina and Virginia.

Big achievements seem to be becoming a habit with the Haverford people. Beginning on May 28, they disposed of four carloads of Excelsiors in just four active working days—and then they called for more. Mr. Sladkin attributes these big sales to the fact that not only is the Haverford stock of machines and parts always kept complete, but that a hustling advertising department gets the inquiries and follows them up—and this following-up process is continued indefinitely after a customer has been made. The loyalty of his army of customers seems to bear him out in his estimate of their satisfaction.

VISIT POPE PLANT

Among the recent motorcycle dealers who have visited the plant of the Pope Manufacturing Company, at Westfield, Mass., are George Uniss, of Brooklyn, N. Y., and Charles Hurlbutt, of Gilbertsville, N. Y. Both of the dealers, accompanied by other enthusiasts, made the trip to the Westfield factory on Pope machines with sidecars. Hurlbutt rode to the factory after participating in the two-day run of the New Jersey M. C.

SAVED EXPLORATION PARTY

During a recent trip of a semi-official British exploration party traveling through Africa from the Cape to Cairo, the automobile broke down, and it is said that the members of the party would have been in a serious predicament had it not been for the motorcycle, which was part of the equipment. The single-tracker was ridden to the nearest point of civilization, where the rider obtained the necessary repair materials and supplies.

Always Makes Good

Some Decoration Day Retu

A Few Telegrams From Coast

EXCELSIOR AUTOCYCLE

HAVERFORD'S SUCCESSFUL JUBILEE

Philadelphia, Pa., May 30, 1914.

Excelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago, Ill.

We are just in the midst of the biggest motorcycle jubilee ever held. Over 1,000 Excelsior enthusiasts are having the time of their lives at Point Breeze track. Whether it is power, speed or a joy ride, the "Ex." is it.

HAVERFORD CYCLE CO.

A BEGINNING AT BOSTON

Boston, Mass., May 30, 1914.

Excelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago, Ill.

Results at Saugus today, Excelsior wins four out of five events. Three-mile novice, Wells, Excelsior, first, time, 3:47 4/5. Two-mile professional, Smith, Excelsior, first, time, 2:3 4/5. Five-mile amateur, Wells, Excelsior, first, time, 6:15 2/5. Five-mile professional, Smith, Excelsior, first, time, 5:9 2/5. One-hour race, Smith, Excelsior, second; 53 miles, Scheer, Excelsior, third. This race would have made clean sweep, but number fifteen holds but one gallon gasoline and had to stop to fill up, losing three laps.

HUB MOTOR CYCLE COMPANY.

ENDURANCE AT MILWAUKEE

Milwaukee, Wis., June 1, 1914.

Excelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago, Ill.

The Milwaukee Motorcycle Club held their annual tour here on the 30th and 31st and turned out to be one of the toughest runs I have ever been through. We had showers for 50 miles of the run and it certainly showed up the machines. 175 machines entered, about 50 finished within the time limit, 22 Excelsiors entered, 18 finished within the time limit. Six Excelsior Side Cars; four finished. The Excelsior finished first, second tnd third. Out of the 22 side car entries, the Excelsior finished first and third.

E. H. KASTEN.

FASTEST TIME AT WASHINGTON

Excelsior Motor Mfg. & Supply Co.,
Chicago, Ill.

Empfield wins 5-mile open in 5:23, fastest time of the day. "Ex." also wins 3-mile novice.

HAVERFORD CYCLE CO.

A CLEAN-UP AT TERRE HAUTE

Terre Haute, Ind., May 30, 1914.

Excelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago, Ill.

A complete clean-up by Wm. Goudy winning every race of the day—six events in all—and lowering previous track record of one twelve and two-fifths to one ten flat on half-mile dirt track against four valves and other special designed motors. Goudy and his good old X is the greatest combination that ever hit the hut.

A. C. FERGUSON.

REPEATED AT MARION

Marion, Ind., May 31.

Excelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago, Ill.

After a clean sweep at Terre Haute Decoration Day, Bill Goudy took four races—every event—in a walk-away, breaking one and fifty-mile state records. This he did on his stock 4, against open ports. His remarkable time being one hour two minutes flat. Goudy and his good old X are a favorite in Hoosierdom.

GEORGE L. EVANS.

ALL STOCK EVENTS AT ROCKFORD

Rockford, Ill., May 31.

Excelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago, Ill.

Excelsior 7 S. C. proved its quality by winning every event for stock machines and first and second in one, two and ten-mile amateur state championships. In the open events ran away from everything but one eight-valve special. In races for real motorcycles they can't beat the X.

ROCKFORD MOTORCYCLE SALES CO.

BEAR IN MIND—We build no motors of special design and every EXCELSIOR motor used in these or any other tests or races is exactly like every other EXCELSIOR motor, even the ported motors having only such changes as could be made by any skilled repair man in a well-equipped shop.

Seven Models for 1914 at Prices from $190 to $290.

EXCELSIOR MOTOR MANUFAC

Office and Factory: 22nd and

EXCELSIOR MOTOR MFG. AND SUPPLY AUTO CYCLE COMPANY

Always Makes Good

s From the Good Old "X"

; Coast That Show That the

LWAYS MAKES GOOD

ALL OPEN EVENTS AT PEORIA

Peoria, Ill., May 30, 1914.

xcelsior Motor Mfg. & Supply Co.,
2200 Union St., Chicago.

Joe Wolters took all professional, open and stock events the Peoria mile track today, lowering track record to ty seconds, clipping two and three-fifths seconds from rmer record. Wolters, with the big X, thrilled the crowd ith dazzling speed and proved that the good old X is ways in the lead.

VOSS BROTHERS.

MADE GOOD AT BAKERSFIELD

Bakersfield, Cal.

xcelsior Motor Mfg. & Supply Co.,
Union Street, Chicago.

The Bakersfield Motorcycle Club endurance run May irty and thirty-first, over a course of the toughest mounin and desert road, three hundred and ten miles, Bert lmore, riding a seven two-speed Excelsior, made a perct score—only one Excelsior entered. Had no trouble all. Was one of the severest tests that could be given motorcycle. We are all singing the praise of the good d X.

GODFREY & BAER.

150-MILE ROAD RACE AT DENVER

Denver, Colo., May 30, 1914.

xcelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago, Ill.

Annual F. A. M. 150-mile road race won by Floyd Clyr on Model 7 S. C. Excelsior, Excelsior also winning cond, fourth, fifth, sixth and seventh places—19 entries.

THE MEADE AUTO CYCLE COMPANY.

EXCELSIOR DAY AT IOWA CITY

Iowa City, Iowa, May 30.

Excelsior Motor Mfg. & Supply Co.,
Chicago, Ill.

Today was Excelsior day at Iowa City, Iowa. Five-mile open 61, Billy Dorr, X, first; Pete Sheebe, X, second; S. Miller, X, third. Time, 6:06. Fourteen entries, including all well-known machines.

Ten-mile open, P. Sheebe, X, first; E. Dietz, X, second; Miller, X, third. Time, 12:11. Ten entries.

One-mile time trial, P. Sheebe, X, time, 1:11; A. A. Jeffries, X, time, 1:11 3/5.

R. SMULEKOF.

WINS AND PROVEN O. K. AT FARGO

Fargo, N. D., May 30, 1914.

Excelsior Motor Mfg. & Supply Co.,
Chicago, Ill.

This afternoon H. F. Phelps on a 7-C stock, Excelsior, won every race against a large number of other makes. His engine had to be torn down after the race to prove that it was a strictly stock engine and found O. K.

A. O. HEDBERG.

EVERY EVENT AT SANTA ANNA

Los Angeles, Cal., May 30, 1914.

Excelsior Motor Mfg. & Supply Co.,
22nd and Union Sts., Chicago, Ill.

Santa Anna results, three races; Excelsiors win three firsts, two seconds. Don Johns wins match race against Henderson ported, Don riding stock Excelsior. No other events.

GIRTON HOFFER CO., INC.

When a test is made, whether for Speed, Power, Reliability or Endurance, of really actical motorcycles such as you can buy from any dealer, the Excelsior invariably proves supremacy.

It is such demonstrations of quality that give real, valuable information to the prospece buyer of a motorcycle.

WATCH THE RETURNS; THEY INVARIABLY SPELL EXCELSIOR.

A Machine for Every Purse and Every Purpose

URING & SUPPLY COMPANY

ion Streets, Chicago, Illinois

Max M. Sladkin

The Man Who Does Things

Some Results of this Activity

Max M. Sladkin's Excelsior Day, in Philadelphia, on May 30, was a good example of the initiative, intelligence and energy with which

The Haverford Stores

are conducted. Despite unfavorable weather conditions in the morning, which materially reduced the out-of-town attendance, Sladkin's Excelsior Day brought together the largest number of motorcyclists ever assembled in the East, not even excepting the F. A. M. meet in Philadelphia several years ago. Not only was the gathering large, but the spirit of it all was something out of the ordinary, demonstrating the wonderful personal popularity of the man who was responsible for it all.

The Haverford Stores

are doing so remarkably well because of their owner's keen insight into the needs of the motorcycling public, his knowledge of buying, the tremendous volume of his business, and his nation-wide reputation for square dealing; in other words, good goods at the lowest prices. Then, too, the Haverford Stores are so popular because of the perfect service they render to every customer, whether an individual buying a small part or a big dealer placing an order running into the thousands of dollars.

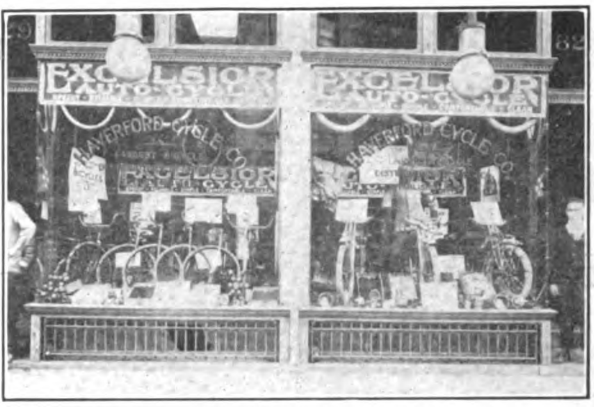
If you are not a Haverford customer, call at or write to the nearest store.

Try out our quality goods, our prices, and our service.

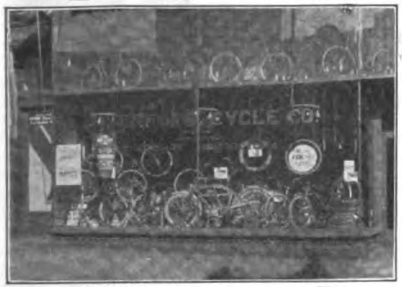
Get our bargain lists.

HAVERFORD CYCLE CO.

See next page for list of stores


EXCELSIOR AUTO-CYCLE
EXCELSIOR AUTO-CYCLE
HAVERFORD CYCLE CO.
HAVERFORD CYCLE CO.

Main Store—825-27-29 Arch St., Philadelphia, Pa.



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HAVERFORD CYCLE CO
EXCELSIOR

1309 Atlantic Ave.,
Atlantic City.

Something For You To Think About

Every one of our stores is so stocked with Bicycle and Motorcycle accessories that they can meet almost any requirement. Please test this statement by a call at any store or a trial mail order.

Haverford Prices are as low and many times lower than other stores, for the same quality goods. Our ability to buy accessories in huge quantities permits us to sell at a low figure. Let us prove this to you—give us a sample order.

If you'll send us your name on your printed letter head or enclose your card to show that you're a dealer we will forward our Dealers' List and *Special Monthly Bargain Sheet to Dealers.*

Now, when you get these lists and find that what we've said about price is O. K., just send us a small order. It can't be too small to receive our best efforts, and will prove to you that what we said about *service* and *quality* was O. K. also.

WE'RE THE BIGGEST HOUSE IN THE EAST MAKING A SPECIALTY OF BICYCLES AND BICYCLE AND MOTORCYCLE ACCESSORIES.

We're the distributors for Excelsior Autocycles in Pennsylvania, New Jersey, Maryland, Delaware, District of Columbia, Virginia, South Carolina, North Carolina, Niagara and Erie counties in New York and Cuyahoga county in Ohio.

AGENTS WANTED IN OPEN TERRITORY

Kindly send your inquiries to our main office, and your orders to the nearest one of our branches illustrated on this page.

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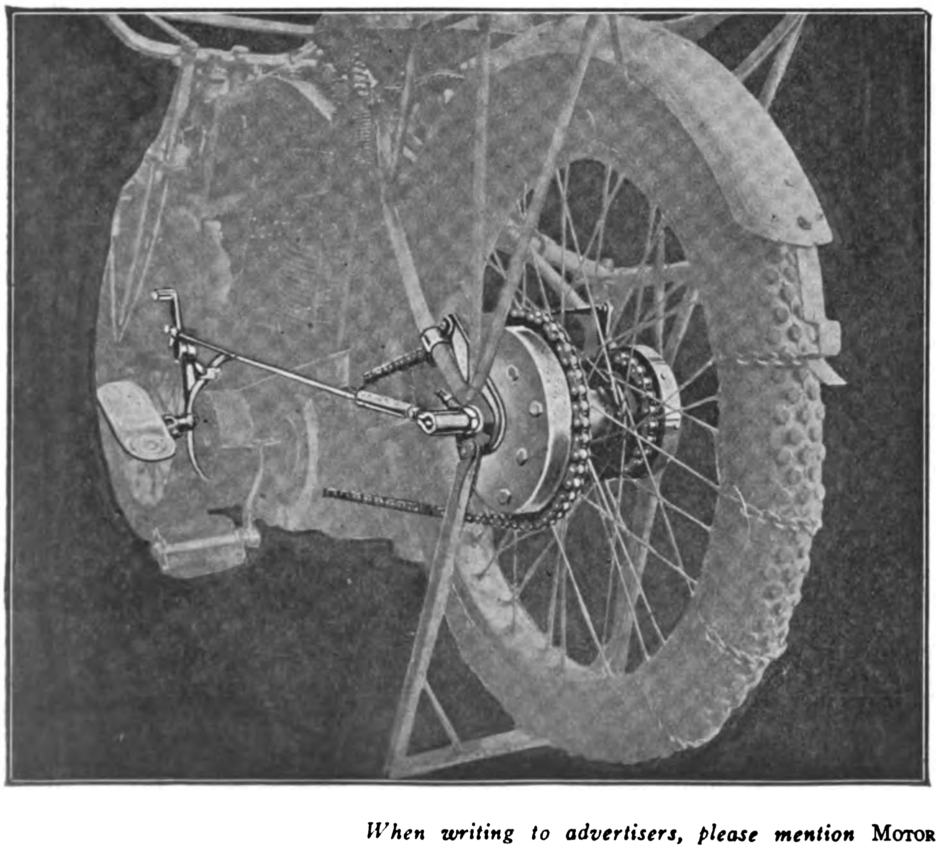
ECLIPSE

From Five to Fifty-Five

Maximum Power at All Speeds

The Eclipse Two-Speed has the same concentrated power at slow speeds as it has on high. An apt illustration of the working of the ECLIPSE TWO-SPEED GEAR is to compare it with a motor of TWICE the power climbing a hill on high. In other words, the ECLIPSE TWO-SPEED gives a rear-wheel power on hills equivalent to the full horsepower of the machine when traveling over a level road.

THAT IS WHAT WE CLAIM FOR the



Eclipse
Two-Speed

Write for complete data on the most wonderful, the simplest and most effective two-speed gear ever produced.

Eclipse
Machine Co.
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H. G. JACOBS
903 First National Bank Building, Chicago.
Telephone, Central 6203.

MOTORCYCLE ILLUSTRATED

ISSUED EVERY OTHER THURSDAY BY THE MOTORCYCLE PUBLISHING COMPANY, 51 CHAMBERS STREET, NEW YORK

THURSDAY—FIRST JUNE NUMBER—JUNE 11, 1914

"MEET US AT SARATOGA"

MOTORCYCLE tours, conventions, carnivals and road and track contests are, generally speaking, trade stimulators. They serve their purpose, however, only when properly conducted. We have seen many of these affairs miss their mark because of the failure of their promoters to do full justice to their opportunities, and also because of a lack of co-operation on the part of those who should benefit the most. In other words, a successful motorcycle event requires, on the one hand, careful and intelligent management, and, on the other, enthusiastic boosting and a lot of real, concrete effort on the part of the trade.

Fully appreciating the nature of the preliminaries which make for the success of an event of this kind, we are rapidly completing arrangements for the Mid-Summer Rally which Motorcycle Illustrated will conduct at Saratoga Springs over the Fourth of July. Elsewhere in this issue we tell in detail what we are doing, and also what others should do in order to make the Saratoga Rally what it ought to be, the biggest thing of its kind in motorcycledom in the history of the sport in this country.

We wish to call the particular attention of riders, dealers and club officials to the necessity for their advising us in advance of their intention to take part in the tours, so that we may have at least some idea of the number of riders we are likely to be called upon to entertain when they reach their destination. There can't be too many to suit us, and we can assure all who will attend, that the program at Saratoga will be a thoroughly enjoyable one. The Rally offers a fine opportunity for the motorcyclist to spend his vacation in an ideal way, and all who can spare the time to make one of the tours and spend two days at Saratoga will act wisely to make arrangements to be with us over the national holiday. The roads from practically every town on the four main routes to Saratoga Springs are uniformly good, in many cases almost perfect for touring, while the point of destination is famed the world over as a summer resort. In other words, the combination is ideal, and that, with the liberal arrangements being made by this publication, should insure a record-breaking rally, both in the way of attendance and enthusiasm.

We urge all riders to refer to pages 14, 15, 19, 20 and 21 of this issue. On page 21 is shown a rough map indicating the noon and night stops, where those not on the main routes should join the nearest tour. At the bottom of page 15 will be found a coupon, or entry blank, which those who intend to take part in the tours are urgently requested to fill in and mail to us immediately.

Tell your friends about it. Let us know how many we can expect from your town. If you are in doubt about anything, write us for further particulars. But at all events

"MEET US AT SARATOGA."

SIDECAR RACES SCORE HIT AT TOLEDO MEET

TOLEDO, O., May 31.—Speed fans of this city had their first treat of the season in two days of racing at the half-mile fair-ground track yesterday and today. Good time was made in most of the events and there was an absence of accidents.

The motorcycle with sidecar proved its superiority to the cyclecar by defeating the four-wheel machine in a match race. The motorcycle driver hung in the rear until the last lap, while the cyclecar, a speedy-looking machine with a four-cylinder water-cooled engine and shaft drive, pulled ahead some 50 yards. On the last lap, however, the motorcycle driver opened up and took back the 50 yards in the back stretch, crossing the finish line the winner by a safe margin.

Honors were well divided in the motorcycle speed events, the Thor, Excelsior, Merkel, Indian, Jefferson and Emblem all registering on the winning column at one time or another in the two days.

Summaries, May 30:

Five miles, amateur, stock—Tuesch, Jefferson, won; Wooley, Indian, second. Time, 6.33⅕.

Five miles, professional, 30.50 open, first heat—Snyder, Emblem, won; Ponti, Excelsior, second; Kocher, Indian, third. Time, 6:09.

Second heat—Evans, Indian, won; Amos, Merkel, second; Bailey, Excelsior, third. Time, 5:56.

Sidecar race, three miles—Evans, Indian, won; Bailey, Yale, second; Rivers, Thor, third. Time, 4:19⅗.

Three miles, match—Tuesch, Jefferson, won from Wooley, Indian. Time 3:53⅕.

Ten miles, open—Evans, Indian, won; Ponti, Excelsior, second; Bailey, Excelsior, third. Time, 11:51⅖.

Summaries, May 31:

Five miles, amateur, stock—Tuesch, Jefferson, won; Noun, Pope, second; Wooley, Indian, third. Time, 6:22.

Five miles, consolation, professional—Brier, Thor, won; Bailey, Excelsior, second; Flath, Indian, third. Time, 6:03⅖.

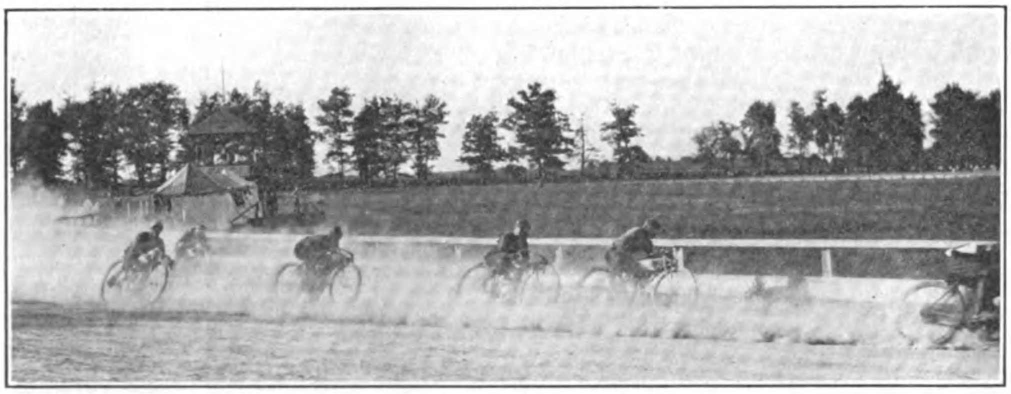
Two miles, sidecar vs. cyclecar, won by motorcycle with sidecar in 3:24.

Five miles, open, professional—Evans, Indian, won; Brier, Thor, second; Bailey, Excelsior, third. Time, 6:03⅘.

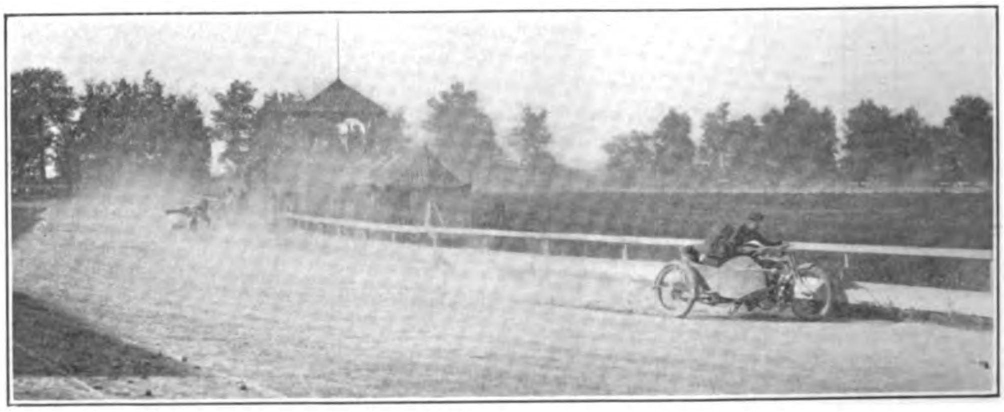
Five miles, match—Kocher, Indian, won from Mungen, Merkel. Time, 6:40.

Two miles, sidecars—Evans, Indian, won; Bailey, Excelsior, second; Rivers, Thor, out. Time, 2:51⅕.

Twenty-five miles, open—Amos, Merkel, won; Ponti, Excelsior, second; Bailey, Excelsior, third. Time, 30:18⅘.



It Was Such Close Work as This That Thrilled the Toledo Race Fans



The Sidecar Race, One of the Most Interesting Events on the Toledo Program

WASHINGTON CLUB'S FOURTH ANNUAL MEET

CHIEF among motorcycle events of the year in Washington, D. C., is the annual race meet held at Bennings track under the management of the National Capital M. C. The meet this year was held on Decoration Day and the attendance was better than at any of the three previous meets. Bennings track is considered one of the finest in the country for training horses, but the same qualities which make it desirable for this purpose render it unsuitable for motor racing. It is a mile course with long, straight stretches and short, sharp turns and is almost perfectly flat. Built on a foundation of loose sand, the former mixture of clay has been worked out and the surface is now a bed of sand that makes fast riding impossible, but brings out the skill of the riders and taxes the endurance of the motors to the utmost.

Following the advice of automobile racing drivers, the club used calcium chloride on the track with the result that it was in better condition than at any former club meet. Tommy Dedge, who was expected to do big things withdrew from all events because the two-inch tire he had on his front wheel cut so deeply into the track as to make his machine unmanageable. John U. Constant, of Brooklyn, M. C. Gregory, of Norfolk, and John Empfield, of Philadelphia, were among the prominent figures of the day. Summaries:

Three-mile race for novice riders, 30:50 cu. in.—C. V. Dessez, Excelsior; Oscar Thorn, Indian. Time, 5:25½.

Five-mile event for professional riders, 61 cu. in.—John Empfield, Excelsior; M. C. Gregory, Indian. Time, 5:23.

Seven-mile race for professional riders, 61 cu. in.—M. C. Gregory, Indian; John U. Constant, Indian. Time, 7:26.

Ten-mile event for professional riders, 61 cu. in.—J. U. Constant, Indian; J. N. Hill, Indian. Time, 10:49.

STAUDT TRIUMPHS AT SCHENLEY OVAL MEET

PITTSBURGH, Pa., June 6.—William Staudt, of Reading, Pa., a tester for the Reading-Standard Company, tore through the terrific dust clouds at Schenley Oval this afternoon, keeping away from the fence by instinct, and crossing the line first in four professional races. The sporting element was prevalent and the competition genuine. Hugh Payne, a member of the Pittsburgh M. C., followed Staudt to the tape in the five-mile professional race and in the half-hour event. More than 2,500 racing fans assembled to see the contests, and all remained to see the last lap of the last race. The dust was worse than at any previous meet on the Oval, and the riders had to guess where the course lay. Thrills were furnished by several spills, but no one was injured. Summaries:

Five miles for amateurs—Won by Sam J. Martin, Indian; William Gland, Indian. Time, 8:04½.

Five miles for professionals—Won by William Staudt, Reading-Standard; George Black, Excelsior; Arthur O. Lemon, Excelsior. Time, 6:25 4/5.

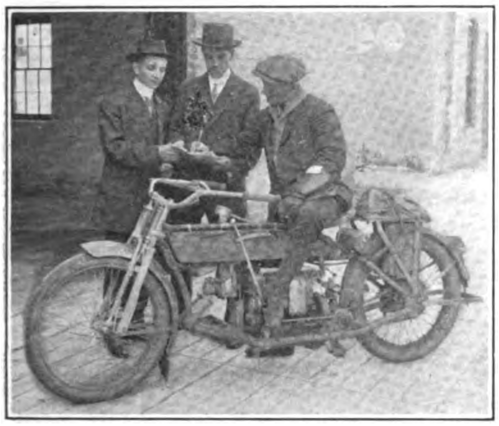
Ten miles for professionals—Won by William Staudt, Reading-Standard; George Black, Excelsior; Arthur Lemon, Excelsior. Time, 11:48.

Five miles for professionals—Won by William Staudt, Reading-Standard; Hugh Payne, Indian; J. M. Davis, Excelsior. Time, 6:27 2/5.

Half-hour race—Won by William Staudt, Reading-Standard; Hugh Payne, Indian; Sam Martin, Indian. Distance, 24 miles in 30 minutes and 11 seconds.

BERNARD HAD PERFECT SCORE

In the accompanying photograph appears Harvey Bernard, the popular Henderson endurance rider, checking at Lake Geneva on the recent run from Chicago to that point and return. Bernard was the first rider to reach Lake Geneva, checking in 48 minutes before the second man.



PITTSBURGH SAUCER CLAIMS DEATH TOLL

PITTSBURGH, Pa., June 4.—Two are dead and seven others are in Pittsburgh hospitals seriously injured as a result of an accident at the motordrome last night. At least a score were painfully injured but were able to go to their homes. One of the victims had his neck broken and died almost immediately. The other had both legs and his back broken and was horribly trampled upon in the ensuing panic.

On the last lap of the second race, a three-mile heat, Frank Seliga was leading, closely followed by William Vanderbery, of Philadelphia, and Archer Armstrong, of Cincinnati. As the finish line was neared, Armstrong and Vanderbery made a desperate attempt to pass Seliga, and to prevent this Seliga forced them up the track. Armstrong, the top man, lost control of his machine, ran along the vertical wire screen for seventy-five feet, broke off two three-inch iron lamp posts and one six by six-inch wooden post, and then hurtled over into the crowd. He rode over the people for more than 25 feet. After Armstrong was thrown some one jerked the wires from the spark plugs, averting an imminent explosion. Armstrong is not expected to live, his injuries being very severe. The accident has created much unfavorable sentiment here.

EIGHT SCORES CLEAN AT LOS ANGELES

LOS ANGELES, Cal.—Eight of the nineteen starters in the annual endurance run of the Los Angeles M. C. finished with perfect scores in the two-day grind over a 522-mile course from the Sunset city to San Luis Obispo. The route traversed sections including the worst roads in the state. Tire trouble caused the elimination of the majority of riders who dropped out during the first day's riding. On the second day of the run the contestants were called upon to cover 298 miles. The route followed to San Luis Obispo was by way of Santa Barbara and Santa Maria, while the return trip was made via Bakersfield. All of the contestants rode twin-cylinder machines, and, with the exception of two of the machines, all were fitted with two-speed equipment.

The following riders received perfect scores: Charles W. Wride, Indian; George Priddy, Indian; R. D. Bissett, Harley-Davidson; Clarence Biggs, Excelsior (machine not equipped with two-speed); William Kuhn, Indian; E. Knappe, Indian; C. H. Shafer, Thor, and H. E. Sexton, Flying Merkel (machine not equipped with two-speed). The other contestants were: N. W. Kimball, Indian, out at Rincon Cut-Off; F. L. Johnson, Excelsior, missed the trail; C. Wohlfarth, Indian, 20 minutes late at Pozo; E. Peterson, Harley-Davidson, out at Los Olivos; George Martin, Indian, out at Los Olivos; W. C. Morrell, Harley-Davidson, out at Santa Maria; R. Bryant, Pope, out at Santa Barbara; R. W. Meade, Indian, out at Los Olivos, and Harry Lightcap, Pope, out at Los Olivos.

PORTLANDITES STAGE DECORATION DAY MEET

ONE of the best racing programs ever conducted by the Portland M. C., of Portland, Ore., was staged Decoration Day on the Rose City Park Speedway. Riders from all parts of the Northwest competed. Summaries:

Three miles for professionals, 4 h. p. ported machines—Won by G. Peppel, Merkel; Hunt, Jefferson; R. Thompson, Pope. Time, 3:17.

Ten-mile race, 7 h. p. stock machines—Won by H. Cogburn, Indian; Verne Maskell, Indian; L. C. Rose, Excelsior. Time, 9:15.

Eight miles for professionals, 4 h. p. stripped stock machines—Won by L. C. Rose, Excelsior; M. Hunt, Jefferson. Time, 8:56⅘.

Five-mile race, 7 h. p. stripped stock machines—Won by H. Cogburn, Indian; Verne Maskell, Indian; M. Farnum, Jefferson. Time, 4:35⅗.

Five miles for professionals, 4 h. p. ported machines.—G. Peppel, Merkel; L. C. Rose, Excelsior; R. Thompson, Pope. Time, 5:21.

Three-cornered match-race, five miles, 7 h. p. stripped stock machines—Won by Harry Brandt, Excelsior; H. Cogburn, Indian; Verne Maskell, Indian. Time, 4:33.

Ten-mile free-for-all—Won by Brandt, Merkel; Cogburn, Indian. Time, 8:55.

TAYLOR PRESSES BALKE IN ATLANTIC CITY MEET

MOTORCYCLE races on the beach proved the biggest drawing card in the program provided for the Atlantic City automobile and motorcycle carnival staged under the auspices of the carnival committee and the Atlantic City M. C. The motorcycle races were held on May 28, when Charles Balke with his eight-valve Indian, and Lee Taylor, on a Flying Merkel, furnished most of the thrills. Balke streaked past the tape first in all three of the heats of the main event, a one-mile open race for professionals. In a similar event Taylor led Balke to the finish in the second and final heats. Several of the riders figured in a bad spill when they struck a partly submerged pipe while traveling at top speed. Summaries:

One-mile amateur, open, 30.50 class—Won by Horace Miller, Indian. Time, 1:20.

One-mile amateur open, 61 class—First heat won by Leslie Cramer, Pope; Powell Hudson, Pope; T. Craddock, Excelsior. Time, 0:50. Second heat won by Hudson. Time, 0:48. Final heat won by Cramer, Pope. Time, 0:48.

One-mile professional, 61 class—First heat won by Frank Gravatt, Indian; T. Newman, Thor. Second heat won by Robert Brady, Merkel; B. Jacoby, Excelsior; G. Haines, Indian. Final heat won by Robert Brady, Merkel; Frank Gravatt, Indian; T. Newman, Thor.

One-mile professional, open—First heat won by Balke, Indian; Klebes, Indian; Willard, Indian. Second heat won by Taylor, Merkel; Balke, Indian; Klebes, Indian.

One-mile professional—First heat won by Balke, Indian; Taylor, Merkel. Second heat won by Balke, Indian; Goudy, Excelsior. Final heat won by Balke, Indian; Taylor, Merkel; Goudy, Excelsior.

COMPETITION KEEN IN HILL-CLIMBING TRIALS

BUFFALO, N. Y., June 8.—Competition was keep among the participants in the hill-climbing trials conducted by the Buffalo M. C. at Patchin Hill, Patchin, N. Y., yesterday. About 1,500 people watched the contests. The hill is a little more than one-half mile with a grade of 25 per cent. It is one of the steepest and roughest in western New York. The riders are forced to keep on a path one foot wide, as there are deep ruts on either side. Howard Peters, a Harley-Davidson rider, took a spectacular spill in the fourth event, but was not seriously injured. Summaries:

First event for 4 h. p. machines—Won by Harley Coleberg, Indian. Time, 1:03 2/5.

Second event for single-cylinder machines—Won by Charles Hennrich, Pope; Harley Coleberg, Indian; O. C. Allyn, Harley-Davidson. Time, 55 3/5 seconds.

Third event for 7 h. p. machines—Won by Howard Peters, Harley-Davidson; A. D. Cook, Indian; Charles Hennrich, Pope. Time, 44 seconds.

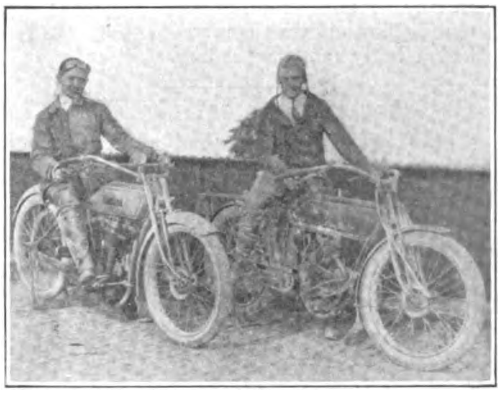
Fourth event for twin-cylinder machines—A. D. Cook, Indian; Charles Hennrich, Pope; C. Liske, Jefferson, and Peter Clouston, Indian, tied for third place. Time, 43 3/5 seconds.

Sidecar event—Won by A. D. Cook, Indian, with Majestic sidecar; Albert Peters, Harley-Davidson combination. Time, 1:20 1/5.

The last trial was called off on account of rain.

WINNERS IN FOX AND HOUND CHASE

Ray and H. Snyder, winners of first and second place, respectively, in the recent fox and hound chase of the Capital City M. C., of Columbus, O., are seen from right to left in the accompanying picture. The Snyder brothers are sons of W. H. Snyder, agent for the Emblem.



MIKELS WINS WHEELING ROAD RACE

D. H. Mikels, of Martins Ferry, Ohio, riding a 7 h. p. Thor, won the cash prize of $50 for finishing first in the 32-mile road race held at Wheeling, W. Va., May 30. A. C. Davis, of Elm Grove, on an Indian, was second; H. Schenk, Belair, Indian, third; Emery Herold, Wheeling, Indian, fourth, and Otto Ritz, Wheeling, Indian, fifth. The first five men received prizes. Mikels' time was 53:18.

MUSSELMAN COMBINATION CARRIER

The Musselman combination carrier, made by the Cycle Manufacturing & Supply Company, of 180 North Dearborn street, Chicago, is capable of being used as either a parcel carrier or a tandem attachment on a bicycle. The main portion of this device is a frame consisting of a horizontal bar and two vertical members, one going to each side of the rear wheel and attaching to the axle ends. When used as a passenger or tandem carrier, the rear portion of the horizontal bar is fitted with a saddle, and adjustable footrests are attached to the ends of the vertical members. When used for parcel transportation, a basket of wire mesh with rounded mouth is fitted to each side of the vertical members, the baskets thus hanging downward at the rear of the rider. In such case, no footrests are used. With this attachment, a bicycle can be used for parcel work or for carrying a passenger as desired. The baskets come in two sizes: top 16 by 8 inches, depth 13 inches and bottom 11 by 5½ inches for the large size, and 12 by 8 inches top, 13 inches depth and 7 by 5½ inches bottom for the smaller size. The price of the large size of carrier is $5.80 and of the small carrier $5.50, while the tandem attachment alone lists at $3, minus the saddle.

IT WAS WORTH THE MONEY

It cost four Emblem enthusiasts of Kansas City, Mo., fifteen dollars apiece recently to learn that their machines were powerful and speedy enough to startle the community. When the quartet was arraigned in court each rider paid his fifteen and went out smiling. "Ain't it worth fifteen dollars to know that you have a machine powerful enough to make 'em all sit up and take notice, even when you're not half trying?" queried one of the speedsters.

The officer who made the arrests testified that the four motorcyclists were traveling at speeds ranging from 40 to 65 miles an hour and that he was obliged to hit up a pace of 70 miles an hour to catch the leader. It is worthy of note that the rider who was contenting himself with a mere 40 miles an hour had a hefty tandem passenger aboard.

SCHWEINERT GOES ABROAD

M. C. Schweinert, general manager for A. Schrader's Sons, of New York City, capped an unusually busy and successful spring selling season by sailing a few days ago for a vacation abroad. He intends to devote about a month to visiting points of interest on the other side.

VALIANT MAKES A MOVE

F. L. Valiant, for some time past advertising manager for the Miami Cycle & Mfg. Co., of Middletown, Ohio, has severed his connection with that firm, and will rest up for several weeks on a farm in New Jersey before taking up plans for the future. It is possible that the erstwhile Merkelite will open an office in New York City, but for the present he is keeping his plans in abeyance.

"Val" makes special mention of the fact that his retirement from the Merkel publicity staff is a thoroughly amicable one, and that there is the utmost good feeling between himself and the Miami company. "I have been thinking for some time past of taking up other work," he writes, "and have finally made the move, that's all."

SHE SPURNS AN AUTOMOBILE

The accompanying photograph shows Miss Sylvia Lavingon, of Chicago, who has the reputation of getting more genuine pleasure out of her mount per mile than most other fair riders throughout the country. Miss Lavingon handles her motorcycle like a veteran, and has participated in several club runs at distances up to 200 miles. On several occasions she has been accompanied by a tandem passenger.

Miss Lavingon is not merely a boulevard rider. In fact she does very little city riding, and much prefers the open country roads where she and her mount have an opportunity to triumph over the various hills and bad patches of roadway. It is worthy of note that Miss Lavingon remains loyal to her motorcycle despite the fact that she has an automobile at her disposal.

SEARS-CROSS SERVICE STATION

A change has been made in the address of the Metropolitan branch of the Sears-Cross Company, manufacturer of the Sears-Cross Spedindicator. The service station, which was formerly in the Bush Terminal Building, Brooklyn, is now located at 218 West Sixty-fifth street, New York City.

PIKE COMPANY INCORPORATES

Akron, O.—The Pike Rubber Co., of this city, has been incorporated with a capital stock of $50,000, to manufacture and deal in all kinds of rubber goods including motorcycle tires. The incorporators are: Orville C. Pike, Fred Crether, Frank Selzer, Verdies, R. Hardy and Earl V. Hammaker.

CATCHING UP WITH ORDERS

A late bulletin from the factory of the Lovell-McConnell Mfg. Co., Newark, N. J., states that the company is operating on a day and night schedule in order to catch up with orders for the Klaxon horns. The necessity for this high-pressure arrangement will be appreciated when it is known that the company has back orders for about 26,000 of its hand-operated Klaxons.

CLUB AT HUDSON

At a recent gathering of the motorcyclists of Hudson, N. Y., the Hudson M. C. was formed and the following officers were chosen: William S. Harder, president, and W. P. Woodward, secretary-treasurer. The club has fifteen members.

BRISK MINNESOTA BUSINESS

E. J. Megow, who covers Minnesota in the interests of the Harley-Davidson Motor Company, has just returned to the factory after an extended trip over his territory and reports brisk business with an especially large increase in sidecar business. Motorcycle clubs are springing up in all parts of the State and a large representation of Minnesotans is expected at St. Louis.

THREE ARTISTIC BOOKLETS

Three of the latest and most interesting booklets to be issued by the Publicity Department of the Pope Manufacturing Company, Westfield, Mass., treat of Cleveland, Tribune and Rambler bicycles. Each booklet is profusely illustrated and the text matter gives all the information that may be needed by the owner or the prospective buyer. A card addressed to the Pope company will bring any or all of the booklets.

THE LEASURE SHIELD

"Don't wear blinders like a horse" is the timely admonition of the Sanitary Sales Co., Inc., East End Trust Building, Pittsburgh, Pa., which is now waging a broad-gauge sales campaign to introduce the Leasure sanitary eye and nose shield among motorists. The Sanitary Sales Co. is sole distributor for the Leasure shield, which combines a perfectly transparent shield for the eyes with scientific protection for the nostrils. Seasoned motorcyclists are well aware that continued inhalation of dust through the nostrils on a long road trip is as annoying and harmful as exposure of the eyes, and the Leasure shield is designed to meet all requirements. The shield is made in white, amber, blue and green and weighs but half an ounce. It sells at one dollar, postpaid, with a leather case. The company makes a special price for dealers, and will be glad to give full information to either the trade or private buyers on request.

SUPPLY CATALOGS IN DEMAND

Owing to an unprecedented demand the Motorcycle Equipment Company, of Hammondsport, N. Y., has just issued fifty thousand additional copies of its 1914 catalog. The supply company writes that riders and dealers from all parts of the country are writing for its catalog which deals thoroughly and comprehensively with the motorcycle accessory and parts field. The Hammondsport company, which markets the well-known line of Meco accessories, guarantees every product listed in its catalog.

TO MAKE TIRE VALVES

Otto Ebert, A. M. Johnson, Edward N. Newman, Dan C. Jones and C. B. Egetton are the incorporators of the newly-organized Otto Valve Company, of Ironton, Ohio. The company is capitalized at $10,000 and will manufacture valves for pneumatic tires.

WILL PROMOTE TOURING

Pope motorcyclists of Westfield, Mass., recently organized the Westfield M. C. The club held its first run to Hartford and is arranging for a series of runs, each to a point not previously visited. The club's chief aim is to promote touring.

VEDITZ SHOWS SKILL AT POINT BREEZE MEET

PHILADELPHIA, Pa., June 6.—The races at Point Breeze today were featured by the narrow escape of Ray Veditz. His rear tire blew off when he was circling the saucer at a high speed. The skillful manner in which he piloted his mount to the bottom of the track without accident evoked a lasting round of applause from the spectators. Summaries:

Two miles for professionals, 61 cu. in.—Won by Ray Veditz, Indian; Billy Armstrong, Indian. Time, 1:28.

Three miles for professionals, 61 cu. in., first heat—Won by Billy Armstrong, Indian; Joe Pancoast, Excelsior. Time, 2:24. Second heat—Won by Ray Veditz, Indian; Joe Pancoast, Excelsior; Johnny Cox, Indian. Time, 2:25. Final heat—Won by Joe Pancoast, Excelsior; Ferdie Mercer, Indian; Johnny Cox, Indian. Time, 2:25.

Twenty-miles race called off; no contestants.

PORTLAND TO ROSEBURG TRIAL

In keeping with its policy of making each run harder than the one preceding, the Portland (Ore.) M. C., recently staged an endurance trial to Roseburg and return. The run was over a 428-mile course, routed through the Pass Creek Canyon, noted for its deep ruts and rough stretches. To add to the difficulties of the already hard-pressed riders they were caught in a rain storm which caused many spills. The schedule was 25 miles an hour to Eugene, a distance of 122 miles, and 20 miles an hour through the canyon and the remainder of the trip to Roseburg. The contestants were made up in teams of four riders each. The Harley-Davidson team made the best showing, obtaining 3,998 out of a possible 4,000 points. P. L. Abbott, Clyde Simmons and Archie Tife kept their scores intact, while Ed Berreth, the fourth rider of the Harley-Davidson squad lost two points. Verne Maskell, M. T. McDonald, M. C. Webster and W. A. Meeks comprised the Indian team whose total score was 3,848. The Dayton team, consisting of P. B. Irwin, M. R. Eppenstein, Bert Hedderly and Axel Kildahl scored 2,847 points. Joe Schantin, J. Hook, E. Allen and Gus Peppel, members of the Flying Merkel team, had a total score of 410.

Kenneth Rickard, 17-Year-Old Harley-Davidson Rider, Who Has Been Giving Some Remarkable Performances in Recent Long Road Trips Throughout His District.

READING HOLIDAY MEET

With a record crowd of almost 4,500 in attendance, the Reading M. C., of Reading, Pa., staged its annual Memorial Day race meet at the fair grounds track. Summaries:

Three-mile event for novice riders—Won by Ball, Indian; Neuman, Indian; H. Kohl, Pope. Time, 4:06⅗.

Ten miles for professional riders—Won by Staudt, Reading-Standard; Harry Becker, Indian; Hettinger, Indian. Time, 12:29⅕.

Five miles for professional riders—Won by Lineweaver, Indian; Staudt, Reading-Standard. Time, 6:16⅘.

Ten miles for professional riders—Won by Lineweaver, Indian; Becker, Indian; Hettinger, Indian. Time, 13:01⅘.

TERRE HAUTE RACES

Among the motorcycle clubs which staged successful race meets on Decoration Day was the Terre Haute (Ind.) M. C., whose program was featured by the thrilling performances of Bill Goudy. Summaries:

Ten-mile open—Goudy, Excelsior, first; Jones, Flying Merkel, second; Morrison, Indian, third. Time, 12:06.

Five-mile stripped stock—Goudy, Excelsior, first; Gulle, Excelsior, second; Roberts, Indian, third. Time, 6:34⅖.

Pursuit race—Goudy, Excelsior, won; distance 19 miles. Time, 22:51.

Time trials—Goudy, Excelsior, 1:10; Jones, Flying Merkel, 1:11⅗; Morrison, Indian, 1:12.

Ten-mile open—Goudy, Excelsior, first; Morrison, Indian, second; Ross, Excelsior, third. Time, 12:21⅖.

Twenty-five mile open—Goudy, Excelsior, first; Myers, Indian, second; Alexander, Excelsior, third. Time, 31:21⅗.

WOLTERS IS STAR AT PEORIA SPEEDFEST

BEFORE an audience of nearly 2,500 enthusiastic fans, the Peoria M. C., of Peoria, Ill., staged its annual speed festival on Decoration Day. Joe Wolters, on an Excelsior, captured all the honors in the professional class and lowered the track record by three seconds. Harold Look, an Indian speedster, ranked first among the amateur contestants. Paul Gott, on a stock Harley-Davidson, was also in the limelight, finishing first for the club championship, in a ten-mile event. The club trophy went to the winner of this race. Summaries:

Three-mile event for amateur riders—Look, Indian; Thompson, Excelsior; Hitch, Harley-Davidson. Time, 3:15.

Five miles for professional riders—Wolters, Excelsior; Runyon, Indian; Gott, Harley-Davidson. Time, 4:38.

Five-mile event for amateur riders—Look, Indian; Thompson, Excelsior; Hitch, Harley-Davidson. Time, 5:21⅗.

Ten miles for professional riders—Wolters, Excelsior; Runyon, Indian; Gott, Harley-Davidson. Time, 9:30⅗.

Ten-mile race for amateur riders—Look, Indian; Hitch, Harley-Davidson; Thompson, Excelsior. Time, 11:12.

Ten-mile club championship for professional riders—Gott, Harley-Davidson; Runyon, Indian; Stansbury, Indian. Time, 9:31⅕.

Five-mile club championship for amateur riders—Look, Indian; Hitch, Harley-Davidson; Thompson, Excelsior. Time, 5:39⅗.

Fifteen miles for professional riders—Wolters, Excelsior; Gott, Harley-Davidson; Stansbury, Indian.

Ten-mile handicap race—Wolters, Excelsior; Stansbury, Indian; Runyon, Excelsior. Time, 9:31⅖.

One-mile trial—Wolters lowered track record of 52⅖, negotiating the mile in 50 flat.

J. A. Hall, of Brooklyn, F. A. M. Commissioner for New York, announces the appointment of the following local commissioners: Floyd Cox, Bath; J. O. E. Dieterick, Brooklyn, and Charles H. Wooster, Cohoes.

The
Motorcyclist's
Calendar

June 14 to 27.—Los Angeles M. C. Sunset Ramble.

June 18 to 21, Bay City, Mich.—Convention of Michigan State F. A. M.

June 19, Freeport, Ill.—120-mile endurance run of Freeport M. C.

July 1 to 8, Zanesville, O.—Vacation tour to Philadelphia, Atlantic City and return under auspices of Zanesville M. C.

July 4, Lincoln, Neb.—Race meet at fair grounds.

July 4, Dodge City, Kan.—International 300-mile race.

July 4, Prescott, Ariz.—Prescott M. C. race meet.

July 4, Indianapolis, Ind.—100-mile race under auspices of the Indiana Racing Association.

July 4, Savannah, Ga.—300-mile endurance run of the Savannah M. C.

July 3-4, Worcester, Mass.—Worcester M. C. 450-mile endurance run.

July 3-5—Rally of eastern riders at Saratoga Springs under auspices of MOTORCYCLE ILLUSTRATED. Four tours to Saratoga; two-day race meet; entertainment program, etc. Clubs and individual riders are invited to participate and to inform this journal at once so that every effort may be made to cooperate with them. See article on pages 19, 20 and 21 in this issue dealing with the general plans.

July 4, Stockton, Cal.—Stockton M. C. run to Lake Tahoe.

July 4, San Francisco, Cal.—San Francisco M. C. 310-mile endurance run.

July 4, Cortland, N. Y.—Cortland M. C. race meet.

July 5, Dayton, O.—100-mile race under auspices of Dayton M. C.

July 14, Logansport, Ind.—Logansport M. C. race meet on one-mile flat track.

July 15 to 18, St. Louis, Mo.—Annual convention of the Federation of American Motorcyclists.

INTERSTATE PROGRAM

From J. W. Siler, secretary of the Interstate Racing Association, 1047 Ohio Building, Toledo, O., comes the following announcement of the company's schedule of motorcycle races for the 1914 season: Toledo, June 14 and 28, July 12, August 9 and 30, and September 20; Columbus, July 4 and 5, September 6 and 7. Racers desiring to participate in meets staged under the management of the Interstate association are invited to write to Mr. Siler.

ANNUAL OREGON MEET

A 120-mile road race features the program of the second annual Eastern Oregon motorcycle meet to be staged at LaGrande, Ore., June 21. The prizes for this event are as follows: First, $150; second, $75; third, $50; fourth, $25. Six interesting track events are also included in the program.

Here is the most conspicuous advance in motorcycle construction—a car that is far ahead of any other motorcycle in existence.

The Champion Motorcycle is the car anybody can ride. It stands alone or moves slowly in congested traffic or speeds away on a clear road as fast as you like.

A real De Luxe Motorcycle, the Champion supplants the thoroughbred saddle horse just as the limousine has displaced the team and carriage.

Safety and Simplicity

You'll know the Champion is a safe motorcycle the minute you lay your eyes on it. You will appreciate what we have done to make safety the first consideration.

You'll be delighted with its simplicity of operation and the ease with which it may be mastered.

The underslung frame lowers the center of gravity and gives the entire car more stability and greater flexibility than has yet been obtained in motorcycles. The weight is evenly distributed.

The Champion is kept upright, when standing still, by the small Idler Wheels on the rear axle. The seat is more accessible, which makes it a desirable vehicle for women.

Easy to Ride

No previous knowledge of the bicycle is necessary when you buy a Champion. Simply take your seat, adjust your spark and throttle, push down on your starting lever, and the motor starts. Then move the clutch to a slow speed and your motorcycle starts off slowly and easily.

You start on four wheels at a snail's pace if you wish. As the speed increases touch a small lever with your foot, which raises the Idler Wheels, engage your high speed, and away you go on two wheels.

It is simpler than the simplest automobile, and has the same perfect control and safety. It is fast enough to suit any "speed fiend" in existence.

When stopping or running slowly in crowded districts a slight pressure of your foot on a lever lowers the Idler Wheels, and you are on four wheels again, without placing your feet to the ground.

You Must Act Quickly

The Champion selling organization is being rapidly formed, but there are still some good territories that have not been allotted.

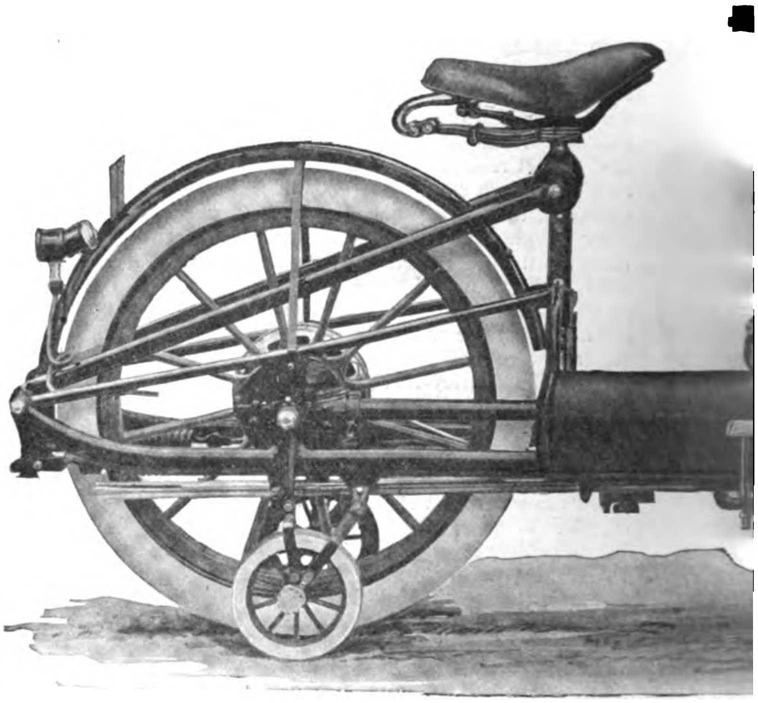
This is a high-class proposition, and we want high-grade representatives. If you have the ability and the organization to sell the Champion Motorcycle in your community, write us fully regarding your connections and responsibility.

Whether you are a rider or a prospective representative, cut out and mail the coupon on the opposite page. If you wish territory give us additional information in a letter.

Char

$300.00
Completely Equipped
f. o. b. St. Louis

"The Thoro



SPECIF

Motor—Four-Cylinder, Four-Cycle, 2 11-16 bore by 3 inch stroke, 11 H. P., cylinders cast separately. The CHAMPION motor is the product of many years' study and experiment and manufactured in our factory. Put the motor to the severest test and prove to yourself that it will cool perfectly under any conditions. Three main bearings 1 7-32 inch, Connecting rod bearings 1 3-16 inch.

Carburetor—The well-known "SCHEBLER" Carburetor needs no introduction. It is always "on the job."

Magneto—Splitdorf high tension, which provides a most intense spark, extremely simple and thoroughly reliable.

Control—Throttle and spark controlled from handle bars with friction safety.

Starter—Patente
starting from sea
on the Champion.

Transmission—
bevel gear drive w
troublesome chains
sequent dirt and c
are heat-treated th

Clutch—Cone ty
engages steel surfa
tively and smooth

Universal Joint
large for 15 H. P

Wheels—Artiller
growth hickory, t

Tires—28 x 3 in

Champion Motor Car Co

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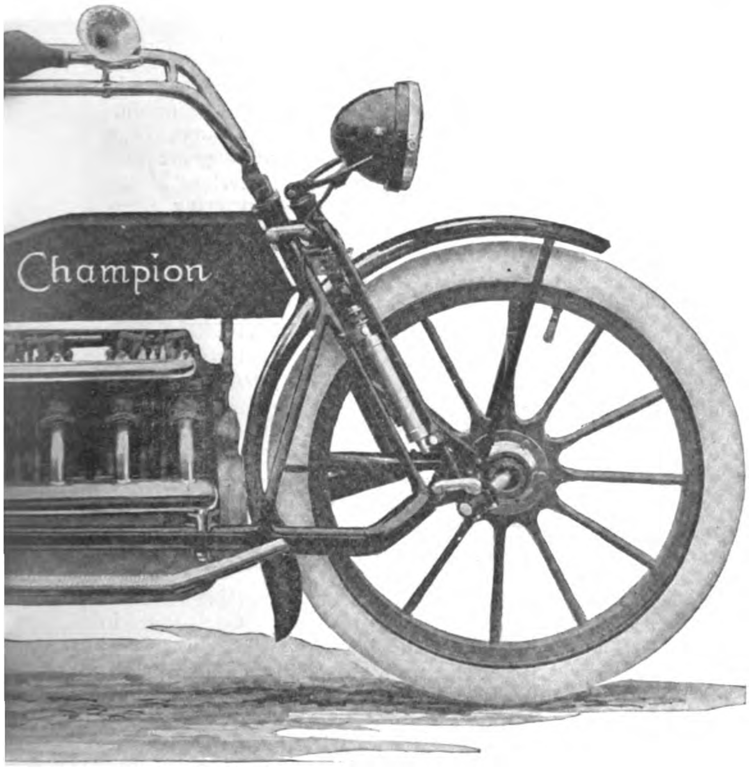
Safety First —
It Stands Alone
Shaft Drive



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selected second-
inch spokes.

tread.

Brake—Large internal expanding, Thermoid lined.

Frame—Round steel tubing, drawn over two sections of double D shape tubing, making the lightest and strongest truss obtainable, drop-forged steel brackets, no obstructive tubing between seat and Handle Bars.

Seat—Special designed, Cantilever Spring, leather covered.

Tanks—One large tank divided for three gallons Gasoline and two quarts lubricating oil.

Wheel Base—65 inches, insures easy riding.

Lamps, Electric—Seven-inch bullet-shape head light, 1½-inch special number illuminating tail light.

ny, Saint Louis, U. S. A.

No chains or belts.
No pedals.
Mechanical starter.
We are the sole licensees and manufacturers in the United States under the "Militaire" patents.

Clean and Luxurious

You don't need special toggery and leggins when riding the Champion Motorcycle. It is a clean, luxurious car.

There are no pedals—no belts and chains, with their mud and grease splattering disadvantages. It is a shaft-driven car.

You ride the Champion to your place of business, to the club or to church without getting all mussed up.

It is easy riding because the wheel base is 65 inches—much longer than the average motorcycle.

A Four-Cylinder Motor

We equip the Champion with a four-cylinder motor because progress demands it. The single and two-cylinder motorcycles will disappear just as surely as have automobiles with one and two-cylinder engines.

The Champion four-cylinder motor develops 11 H. P. It is air-cooled, and it remains cool under the most trying conditions. It is simple, thoroughly practical, and as nearly fool-proof as a motor can be made.

The Champion Motorcycle is no experiment. It was invented, developed and perfected in France, where it is widely known as the Militaire Motorcycle. It has been tested for years under the most trying conditions of service.

The many new features of the Champion, the accessibility of the motor, and its superior excellence throughout commends it to thousands of men who have always regarded the motorcycle as a greasy, dirty vehicle. All objections to motorcycles are overcome by the Champion.

A Complete Car

It is completely equipped with electric head and tail lights, horn, tool chest and wrenches. There is nothing more to buy.

The Champion is made entirely in our own modern factory, the capacity of which is 150 complete motorcycles daily.

The Champion stands alone literally and figuratively. It is the final great achievement in motorcycle construction.

Fill out and mail this coupon.

CHAMPION MOTOR CAR CO.,
St. Louis, U. S. A.

Please Mail me a complimentary copy of your New Book about the Champion Motorcycle.

I am interested in the Champion

☐ For Personal Use.
☐ As Prospective Sales Representative.

Name ....

Street ....

City .... State ....

MANUFACTURERS

WEED MISSIONARY ON LONG TRADE JOURNEY

Walter F. (Jimmie) Walker, general manager of the motorcycle chain department of the Weed Chain Tire Grip Company, is now en route on a tour of 32 states on his 1914 Indian with sidecar attachment. Mr. Walker left Bridgeport, Conn., the Weed chain city, on Tuesday, May 19, and will call on the trade in the interests of Weed anti-skid chains. He will also take in the F. A. M. convention at Indianapolis.

Walter F. Walker

Mr. Walker is now twenty-eight, and in 1908 he first broke into the game as third assistant to a second-hand bicycle repairer in Indianapolis. He worked there a year, and until 1911 was a professional motorcycle rider, and was known as "Jimmie" Walker. He was secretary of the Hoosier Motorcycle Club for several years. He is also a member of the original Hope Club. In 1911 he quit the racing game and went with F. A. Baker & Co., of New York City, as a salesman. It was while selling Indian motorcycles for Baker that Walker decided to ally himself with the best safety device he could see—the Weed anti-skid chain. After several months with the Weed company he was made general manager of the motorcycle chain department, for it is a well known fact that Walker and big business are inseparable twins. Hunting is his hobby and the dollar mark his game.

The insistent demand for a motorcycle anti-skid chain proved to the Weed Chain Tire Grip Company that it was a necessity. They have, therefore, produced Weed anti-skid chains for motorcycles—just as perfect in principle, construction and workmanship as Weed anti-skid chains for automobiles, which are so well recognized as a tested, tried and time-honored necessity that the company is now manufacturing and selling over sixty miles of Weed anti-skid chains every day in the year.

Motorcycle manufacturers have provided for Weed anti-skid chains by the widening of the forks because the Weed chain is recognized as the only device that absolutely prevents skidding. These chains give perfect traction, prevent sliding and slipping; they make motorcycling absolutely safe—make all roads good roads.

The continuous creeping prevents injury to the tires and keeps them clean, minimizing the chances of punctures. The secret process of hardening the cross chains gives extreme lasting qualities. The side chains are galvanized to prevent rusting.

They are light in weight and easily carried. The chains are packed one in a small brown canvas bag, which may be easily carried in a tool box or coat pocket when not in use, without inconvenience. They are easily attached. Full directions are packed with each chain. The prices range from $2.50 to $3.00 per chain.

ANOTHER HORN SUIT SETTLED

The action of the Lovell-McConnell Mfg. Co., of Newark, N. J., against the Square Motor Horn Co. and the Salvini Electric Horn Mfg. Co., of New York City, has been settled in a final decree by mutual consent, which was entered a few days ago in the United States District Court for the Southern District of New York. According to the terms of the decree the Klaxon manufacturer foregoes the payment of damages and costs by Salvini and his Square Motor Horn, while the latter acknowledges the validity of the Klaxon patents, Nos. 923,048, 923,049 and 923,122, waiving all rights of appeal. The settlement of the suit was hastened by a bankruptcy petition filed against the Square Motor Horn Co. in the New York District, which petition was ordered dismissed by the court because of non-jurisdiction.

THE STERLING COMBINATION

Herewith is illustrated the Sterling motorcycle carrier, manufactured by the Sterling Motor Company, of Brockton, Mass., which also produces the Eagle motorcycle. The aim of the Sterling company in manufacturing its carrier has been to offer a fitment that will be attractive in appearance, sturdy in construction, easy of attachment and luxurious in riding qualities. That is has succeeded in living up to this high standard is evident from the fact that there is already a steady demand for the carrier.

The Sterling company announces that no stock fittings have been used in making up its carrier, and that the various parts have been made up especially for the work expected of them. The company has constructed special jigs and tools to facilitate the manufacture of the carrier, and these, combined with the battery of automatic machines which were already available at the plant, permit of rapid production. As will be noted in the accompanying illustration, the new product is a combination spring tandem and luggage carrier. A card addressed to the Sterling Motor Company, Brockton, Mass., will bring literature telling why the company's newest offering is equally satisfactory as a luggage carrier and a passenger seat.

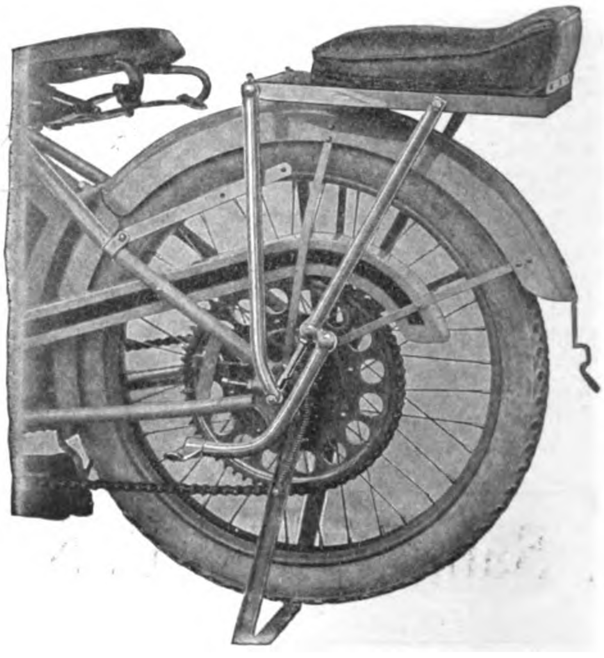
FINAL FLANDERS DIVIDEND

Announcement is made that the trustee of the old Flanders Mfg. Co., of Pontiac, Mich., has been enabled through the further sale of assets of the company to pay an additional five per cent. to creditors. Creditors of the company have now received forty-five per cent. of their claims.

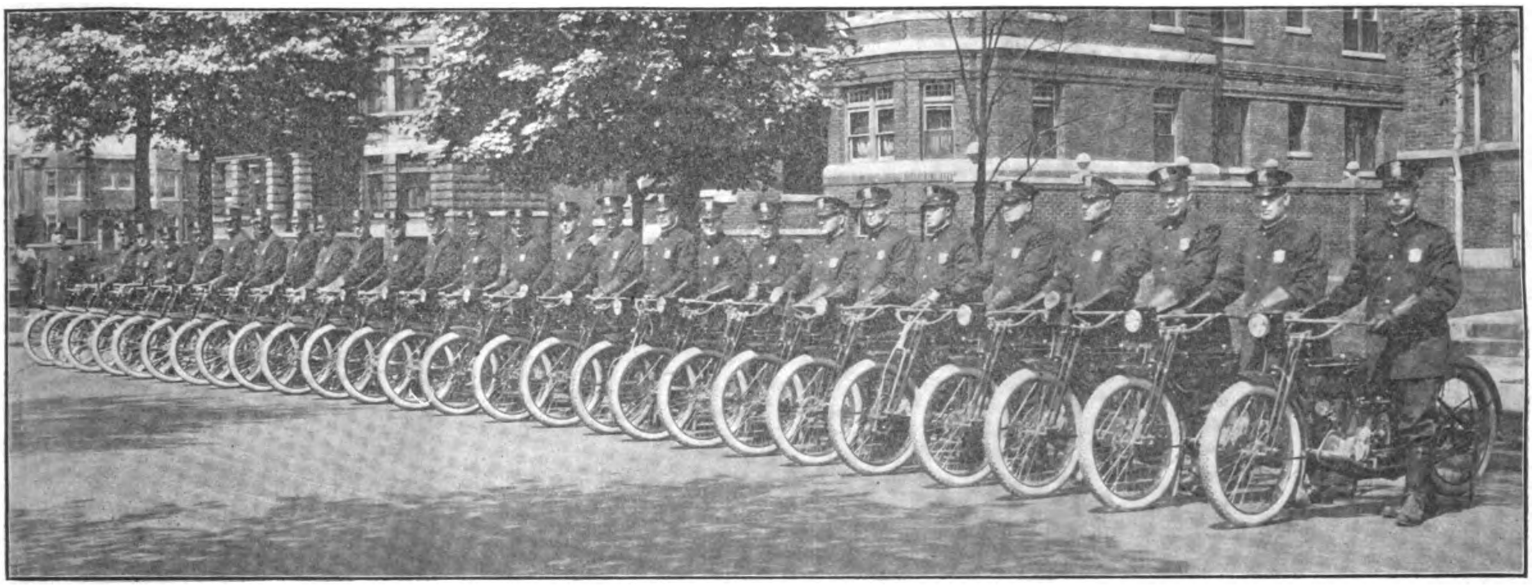
CASTLE VISITS MILWAUKEE

Gus Castle, manager of the Southern branch of the Harley-Davidson Motor Company, in Atlanta, Ga., is now at the Milwaukee plant, making arrangements for his 1915 consignments. The business in the seven States which are included in the territory of the Southern branch has been far in advance of the expectations of either the factory folks or Mr. Castle.

The motorcycle squad of the Grand Rapids (Mich.) police is to be increased by seven.



The Sterling Combination. Described at Left



The Striking Photograph Above Shows the Formidable Line-Up of Henderson-Mounted Motorcycle Patrolmen of the Detroit Police Department. Two of the Machines Have Been Used for Over a Year Without Having Been Overhauled, While the Remaining Twenty-Four Have Now Been in Service Eight Weeks.

THEY ARE SEPARATE COMPANIES

Since the Weed Chain Tire Grip Co., of New York City, filed a suit recently against the Leather Tire Goods Co., also of New York, considerable confusion has resulted through the name of the Leather Tire Goods Co., of Niagara Falls, N. Y., being involved. The similarity of the names has caused annoyance to the latter company, which is an entirely different concern and in no way connected with the legal action started by the Weed company.

A preliminary injunction was granted on Monday, May 25, in the New York Federal District Court, restraining the Leather Tire Goods Co., of New York, from selling the chains which are alleged to infringe the Weed patents.

A LIST OF GOODYEAR DON'TS

A new series of what are known as "Tire Conservation Service Bulletins" is being distributed by the Goodyear Tire & Rubber Co., of Akron, O. The purpose of the Goodyear company in issuing the bulletins is indicated by the name. Among the recommendations offered by the company in the first "conservation" bulletin are the following:

Don't drive with under-inflated tires.
Don't neglect the little cuts in your tread.
Don't encounter severe jolts.
Don't delay tire repairs.
Don't ruin your tubes.
Don't start or stop suddenly.
Don't drive with wheels out of alignment.
Don't fail to use French Talc in casing.
Don't run in ruts; or scrape against the curb.
Don't drive in car tracks.
Don't allow your tires to encounter sharp obstructions.
Don't allow grease, oil or acid to touch your tires.
Don't allow clincher rims to become bent or rusty.
Don't let rust collect on the rims.
Don't carry spare tubes unprotected.

THE NATIONAL IN DEMAND

Rockford, Ill.—National sidecars are becoming very popular in this city, a shipment of six of the neat passenger attachments having been received during the last week from the National Cycle Accessory Co., of Aurora, Ill. The new National model with provision for adjusting the tread to conform to the road has scored a distinct hit in this vicinity. Severe tests on country roads have shown that the adjustment feature is a very valuable one.

A report from the National factory states that May has been a banner month. For some time past it has been impossible to keep up with orders, but the company has material for 1,000 sidecars in its new place of business and will from now on be able to make shipments promptly, the only delay being that necessary for providing the various colors desired by purchasers. Both Rockford and Aurora are rapidly coming to the front as sidecar cities.

BOYS ON A LONG JOURNEY

Harry Stevenson, of Philadelphia, Pa., who appears in the accompanying photograph, is now on his way across the continent with two boy friends, the trio being mounted on bicycles for the long journey. Harry rides a Dayton bicycle and states that he is having no serious trouble in keeping up to his schedule, even on bad roads. The three youngsters left Philadelphia on May 12 and expect to arrive in San Francisco about August 1. While in Dayton, Ohio, the boys visited the plant of the Davis Sewing Machine Co., the home of Dayton bicycles and motorcycles.

EVER-READY CO. BRINGS SUIT

A suit has been filed by the American Ever-Ready Co., of New York City, against the Miami Cycle & Mfg. Co., of Middletown, Ohio, for $42,175 alleged to be due on a contract for the Ever-Ready motor starters used on Flying Merkel motorcycles. The New York company states in its petition that on August 8, 1912, the Miami company contracted for the purchase of 2,500 starters of a special design. It is further stated that up to October 29, 1913, the Merkel manufacturers had taken 1,326 starters, which, at the contract price of $30 each, amounted to $39,780. Against this sum credits were given to the amount of $32,825, leaving a balance of $6,955. The Ever-Ready company states that on October 23, 1913, the Miami company executed a promissory note for $5,400, payable on April 18, 1914, and that payment on this was refused when it was presented.

The plaintiff states further that since October 29, 1913, the Miami company has refused to take any more of the starters and that the plaintiff therefore has on hand a large number of the starters which are of value only under the contract for which they were made. On these grounds the Ever-Ready company asks judgment on the note, together with $35,220, which the plaintiff claims is due on 1,174 of the starters not yet delivered.

MERKEL CARRIED BIG LOAD

A number of motorcyclists from Dayton, Ohio, and another squad from Springfield, rode out to the famous Fort Ancient Hill on a recent Sunday, and held a series of unofficial hill-climbing trials, in which Maldwyn Jones, mounting a Flying Merkel, is credited with carrying off the chief honors. After a number of riders had made the climb in good time, Jones set a new pace by carrying up two passengers on his machine.

A DIRECT FACTORY BRANCH

Arrangements have been completed for direct factory representation of the Henderson motorcycle in New York City at 2304 Broadway, the headquarters of the Frank B. Widmayer Company. The Widmayer company is chief distributor for the Henderson in New York City. Felix Lewin, formerly on the Henderson road staff, has been placed in charge of the branch with the title of District Manager. Mr. Lewin will travel the New England states, eastern New York and New Jersey. Having traveled extensively in the motorcycle field, and being a seasoned rider himself, Mr. Lewin is admirably fitted to take up his new duties. A large stock of Henderson parts will be carried at the factory branch in order to permit of prompt service for customers throughout the East.

A ONE-CELL ELECTRIC LAMP

By way of keeping abreast of developments in the electric lighting field the Delta Electric Co., of Marion, Ind., is offering an electric hand lamp for which the current is supplied by one ordinary No. 6 dry cell. As far as motorcyclists are concerned the lamp is chiefly interesting for its possibilities in garage work and for trouble-hunting on the road at night. The bulb, which is a 2-candlepower tungsten, is backed by a silvered glass reflector and in the front of the hood is a ground and polished lens. Lens, bulb and reflector can be taken out instantly by removing a wire spring retainer. The lamp is said to be suitable for either intermittent or continuous burning. It sells for $2 with the battery, and for $1.75 without battery.

NO DELAY IN SHIPMENTS

Attention is called by the Splitdorf Electrical Co. to the fact that first reports of the fire which recently damaged the plant of the Apple Electric Co., in Dayton, Ohio, were exaggerated; that in reality the damage was so slight as not to interfere with the production work. In proof of this it is stated that shipments are now being made regularly and that Splitdorf patrons will not be inconvenienced in any way on account of the fire. The Apple Electric Co. is a branch of the Splitdorf Electrical Co.

INDIANS FOR PANAMA SERVICE

John U. Constant, of Brooklyn, N. Y., has been awarded a contract to supply two electrically-equipped two-speed Indian twins with Indian sidecars to be used by the Government in dispatch service along the Panama Canal. The contract was given out by the Navy Department a few days ago. It is understood that one of the motorcycle outfits will be stationed at the eastern end of the canal and the other at the western.

NEW MILLER CATALOG

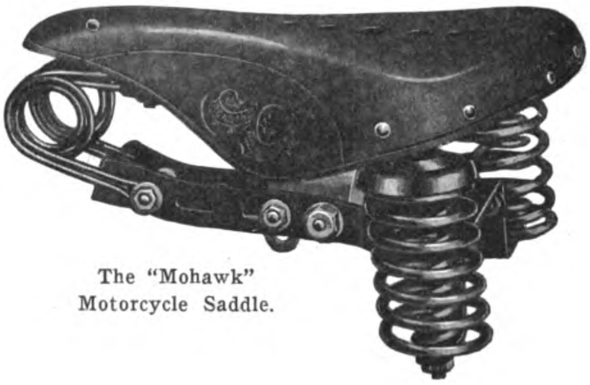
Announcement is made by Charles E. Miller, of New York, that his new catalog is now ready for distribution. The Miller company manufactures and deals in an extensive line of motor supplies, and its catalog is one of the most comprehensive of its kind.

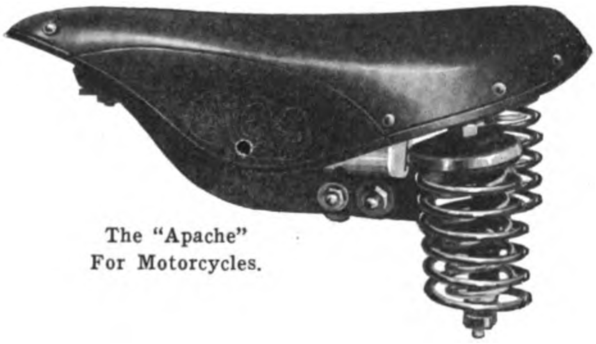
Bids on four motorcycles are being received by the Columbus Gas & Fuel Company.

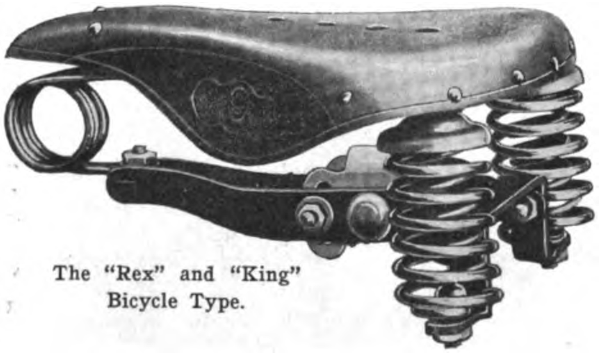
NOVEL SPRINGING IN READING SADDLES

NOTEWORTHY additions to the saddle market have recently been made by the Reading Saddle & Mfg. Co., of Reading, Pa., in a new line of motorcycle and bicycle saddles of an improved suspension type. The accompanying illustrations show several of the new saddles, each fitted with the company's newly-patented "Top-Notch" spring. This spring is credited with being something entirely new in compression spring construction, and its manufacturers are convinced that it is the only perfect compound spring on the market.

In view of the fact that its construction places the resistance just where it is needed, the "Top-Notch" spring meets the requirements of the rider under all conditions. The inside spring is shorter than the spring on the outside, but is stretched beyond the length of the outer spring. The effect of this arrangement is to cause the saddle to ride easier, until the tension of the inner spring is taken up; then the inner spring becomes a compression spring and aids the outside compression spring in resisting any heavy downward motion. The rebound or shock is eliminated by the tension of the inner spring. It is pointed out that other types of springs cause a jolt at the point where the light-weight spring is fully compressed, and that the "Top-Notch" overcomes this difficulty.


The "Mohawk" Motorcycle Saddle.


The "Apache" For Motorcycles.


The "Rex" and "King" Bicycle Type.

The wide clearance between the truss and seat makes it impossible for the rider to strike the truss, no matter how great the rider's weight or the intensity of the shock. The top is a correct form, heavy-leather, reinforced seat of large size and the saddle is so designed as to fit any make of motorcycle. The complete construction of the saddles and springs has already won the approval of riders in road tests and it has been demonstrated that the Reading products combine to an exceptional degree the essential qualities of strength, ease of riding and durability.

SPLITDORF GIANT IS REGISTERED

Followers of Splitdorf advertising—and they are to be found wherever a motor chugs—will not be surprised to learn that the company has formally registered the tense and powerful figure of the giant that has figured in its advertisements for some time past. It was the aim to present a figure that would suggest in every line the energy, dependability and vitality of the Splitdorf ignition products, and the giant with corded arms and knotted shoulders fills the bill so admirably that he is now protected by registration.

SUCCESSFUL SALESMAN'S CREED

Austin W. Burges, traveling in Texas for the Harley-Davidson Motor Co., is one of the most popular and successful workers in his field, and there's a reason. Burges has a creed upon which all his efforts are based and he outlines it as follows:

"I believe in the stuff I am handing out, in my firm and the organization I am working with, and my ability to get results. I believe that honest stuff can be passed out to honest men by honest methods.

"I believe in working, not weeping; in boosting, not knocking, and in the pleasure of my job. I believe that a man gets what he goes after; that one deed done today is worth two deeds tomorrow, and that no man is down and out until he has lost faith in himself.

"I believe in today, and the work I am doing; in tomorrow and the work I hope to do, and in the sure reward which the future holds.

"I believe in courtesy, in kindness, in generosity, in good cheer, in friendship and honest competition.

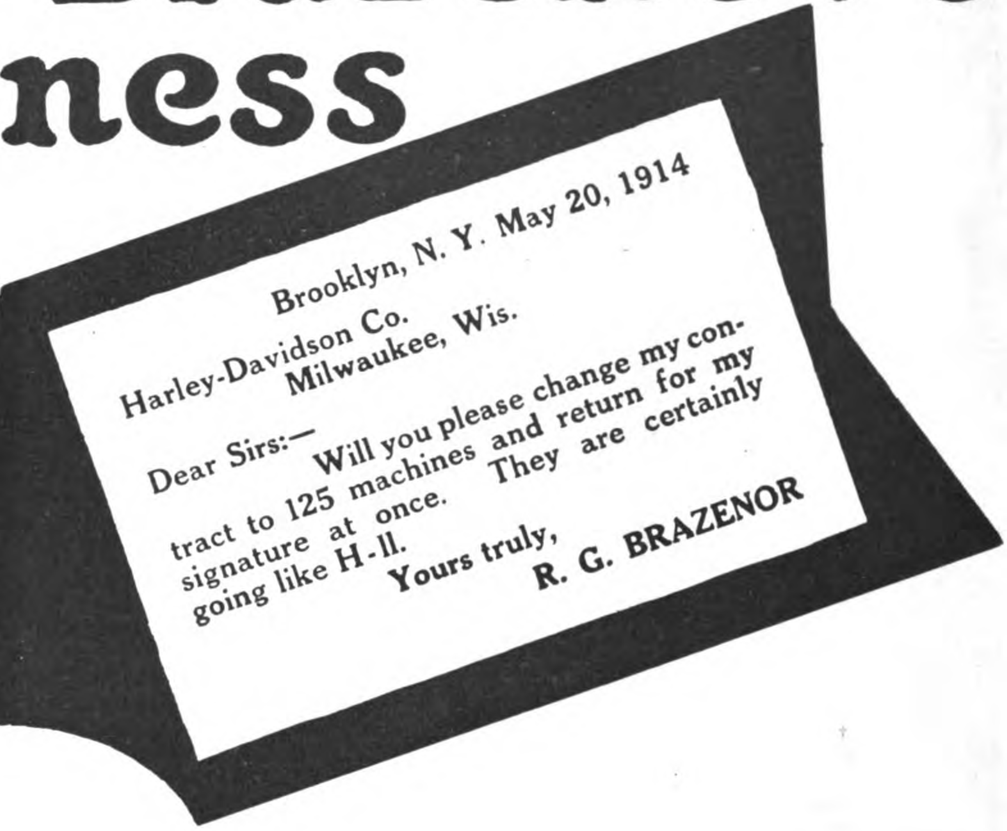
"I believe there is something doing somewhere for every man ready to do it; I believe that I am ready right now."

AMERICAN OUTLOOK PLEASES SACHS

Ernst Sachs, owner of the Fichtel & Sachs ball bearing works at Schweinfurt am Main, Bavaria, sailed from New York on the *Vaterland* on May 26, after a brief survey of the American motor field. Mr. Sachs expressed satisfaction over the outlook in this country and assured the J. S. Bretz Co., American representatives of Fichtel & Sachs that the demands of the American field would be given the closest possible attention in all the plans laid by the well-known ball bearing makers for the future.

Don't forget to give a few drops of magneto oil to the magneto about every thousand miles or so. Give oil every 500 miles to a magneto that has plain bearings.

"Bob" Brazenor's Business



Brooklyn, N. Y. May 20, 1914

Harley-Davidson Co.
Milwaukee, Wis.

Dear Sirs:—

Will you please change my contract to 125 machines and return for my signature at once. They are certainly going like H-ll.

Yours truly,
R. G. BRAZENOR

Strong Language? Maybe so. But take a look at the record of contract increases—

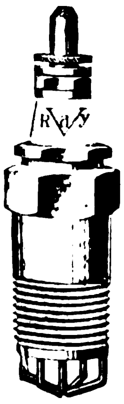
50—October 24th
75—March 25th
100—May 6th
125—May 22nd

Harley-Davidson Motor Company

Producers of High Grade Motorcycles for More Than Eleven Years

723 C Street Milwaukee, Wisconsin

THE NEW V-RAY PLUG



To the already comprehensive line of standard motorcycle and automobile spark plugs manufactured by the V-Ray Company, of Marshalltown, Iowa, has been added a new plug designed especially for light car service. The company reports that there is a wide demand for such plugs and that its new product has given uniformly satisfactory service. It will be noted in the accompanying illustration that the wrench-hex portion of the steel shell is extended up and away from the motor's countersink in such a way as to render the plug absolutely wrench-proof. This feature eliminates any possibility of the spring of the wrench causing damage to the plug. The new plug combines all of the high qualities of the V-Ray line and is guaranteed to outlast the motor. It is made in porcelain only, and sells for $1.

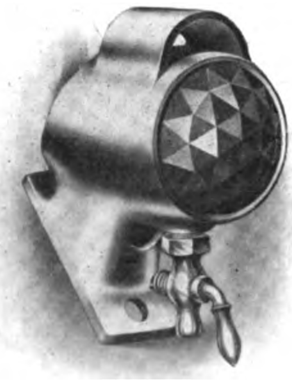
BIG DISPLAY CAMPAIGN

Realizing that window displays help sell merchandise, the Goodyear Tire & Rubber Co. is now in the midst of a nation-wide display campaign. The company prepared a standard window display under the direction of a window dresser of national reputation, and dealers all over the country are co-operating by installing "Goodyear windows" in their stores.

The window displays are a combination of Goodyear tires and accessories, and standard decorations. Many thousands of dealers are already in line, and carloads of display material are being distributed all over the country to fill their orders. The campaign is regarded as the most extensive and most successful ever undertaken by a tire company, and the results are already manifest.

THE COMING TAIL-LIGHT

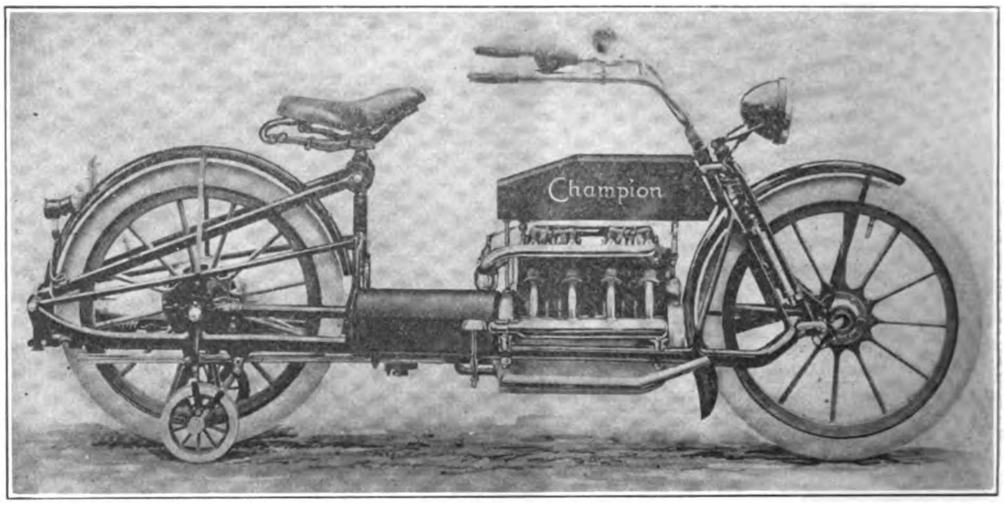
One of the most attractive offerings of the Coming Mfg. Co., Railway Exchange, Chicago, Ill., is the tail-light illustrated herewith, in which the designers have managed to combine unusual attractiveness of appearance with remarkable lighting efficiency. The diamond-cut lens in this lamp gives a beautiful rainbow hue. The lamp is made for acetylene or electric service and will fit any motorcycle or bicycle. The front lens is set at such an angle that it throws the light directly on the license plate, which in many cities is required by law.



Coming Tail-Lamp.

CHAMPION HAS MANY NOVEL FEATURES

Distinctive Frame, Four-Cylinder Motor, Unique Steering Arrangement and Shaft Drive Are Embodied in New Arrival



DESIGNED to give maximum smoothness in running, combined with the utmost comfort and safety, the Champion motorcycle, made by the Champion Motor Car Company, of 5200 North Second street, St. Louis, Mo., is an interesting new arrival in the field. With its four-cylinder motor, its scientifically-designed, underslung frame, unique steering arrangement, safety idler-wheels and two-speed gear of generous proportions, it is a vehicle designed for pleasure as well as business, and its cleanliness enables one to ride without the use of leggings or other special costume.

The unique frame of this motorcycle allows of its use by either sex, as there is no brace tube nor projections to interfere with quick mounting or dismounting, should the latter become necessary. The rear part of the frame consists of a double triangle of staunch interior D-reinforced tubing with the apices at the rear, the "bases" forming the seat-mast and carrying the saddle at their united upper end. In addition to the main tubes, there are a set of auxiliary braces which lead forward to a yoke construction between whose arms is fitted the rear of the change-gear device with its cover. The forward part of the frame curves upward and is triangularly-braced, terminating in a steering head as in general motorcycle practice. The spring-fork attachment is also special to this make of motorcycle, and the steering control of the front wheel is by a special pivot, allowing of firm suspension on both sides, yet of very easy steering. The fork is of the coil-spring type, taking ample care of shock and recoil.

The power plant consists of a four-cylinder vertical air-cooled motor with mechanically-operated valves, the inlets being fitted over the exhausts. The bore is 2 11-16 inches and the motor is rated at 11 horsepower. It is placed longitudinally in the frame and is coupled at the rear to a two-speed change-gear, which is readily accessible. The final drive is by shaft, giving a clean and positive means of transmitting the power of the motor to the rear wheel. This, as well as the front wheel, is of the artillery type and is shod with a 28 by 3 inch safety tread tire.

At the rear portion of the frame on each side is a special feature of Champion construction, the idler or steadying wheel. These wheels are of small diameter and are controlled by a pedal at the right side of the frame under the rider's foot. They are used to keep the machine upright when standing or when starting off. Spark and throttle are controlled by twisting grips on the bars, the clutch and two-speed gear by a lever, convenient to the hand, and the brake by a pedal. Ample and comfortable footboards are fitted to accommodate the rider's feet.

When starting off, the rider mounts the saddle, starts the motor by means of a special foot-lever, engages the low speed and moves off. As the machine gathers impetus, he engages the high speed, and raises the idler wheels by means of their pedal. In traffic or under other conditions where a very slow progression or a temporary halt is necessary, the idler wheels can be lowered and the machine supported vertically. It is hardly necessary to comment upon the ample mudguarding of the machine or upon the ample clearance between tires and guards, which permits of the use of non-skid chains, as these will be seen in the illustration.

The Champion Motor Car Company now occupies the two-story brick building covering the entire block from Talcott to Withers avenues, in North St. Louis, on Second street, and has spur connections with all railway lines entering that city. The plant is one of the largest and most complete in the Middle West, the machinery and patterns, jigs, etc., being practically new and costing over $300,000. An output of 150 machines a day is promised. The company is the sole licensee and manufacturer under the Militaire patents and is composed of men long experienced in automobile and motorcycle manufacturing in all its branches.

Motorcycle tires are among the products manufactured by the newly organized Xenia Rubber Mfg. Company, of Xenia, O. The company is capitalized at $40,000.

He Who Avoids Trouble

is the owner of a BOSCH-EQUIPT MOTORCYCLE; he not only obtains maximum engine efficiency but reduces maintenance cost considerably—thus he is satisfied.

Manufacturers emphasize "Bosch" in their specifications, due to their knowledge of that entirely satisfactory service obtainable exclusively from Bosch Products.

When the question of reliability and continual service is before you, remember that ignition plays an important part; remember that you should specify Bosch Magneto and Bosch Plugs, then you will be satisfied.

Be Satisfied *Correspondence always solicited* ***Specify Bosch***

Bosch Magneto Company, 206 West 46th Street, New York

199 Service Stations in U. S. and Canada to serve you

CONSTRUCTION OF POPE TWO-SPEED

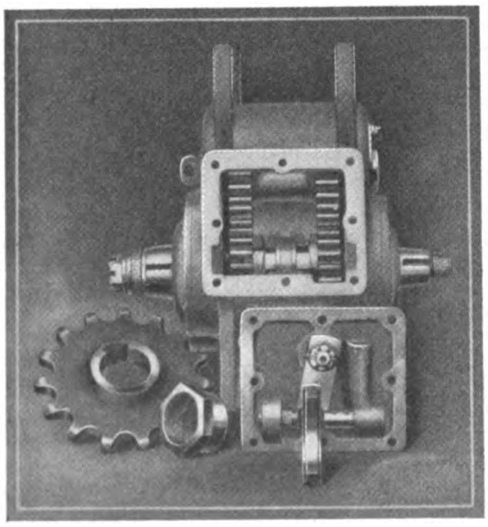
Simplicity of Control Is a Feature of Device in Which Rugged Construction and a Wide Margin of Safety Are Also Highly Important Factors.

In view of the fact that two-speeds are attracting more attention this season than ever before the demand for information concerning them is practically insatiable, and riders on all sides are displaying eagerness to study the various types with a view of meeting their particular requirements. Having this situation in mind the Pope Manufacturing Company has prepared a technical but easily understandable description of the two-speed with which its Model R-14 is being equipped.

The gears of the selective type, reduction being obtained through a countershaft, similar to that used on many types of machinery requiring maximum power development at slow speed. On high speed the drive is direct with no load transmitted through the countershaft. The drive is straight through the two-speed case with the clutch mounted on the left and the rear wheel drive sprocket on the right side, the gears being constantly in mesh.

The unit type of construction is used, the entire mechanism being self-contained and handled as a unit without exteriorally mounted connections. The two-speed case is so made that it is rigidly hung in the frame at four points and yet in such a manner that it can be readily shifted in its position to provide for chain adjustment. The gear case is made in one piece, insuring perfect alignment and an oil-tight construction.

The end cover plates, housing in the ball bearings, are equipped with grease rings and felt washers in grooves so as to prevent any oil leakage. A top plate furnishes ready access for inspection and convenience in assembling and also incorporates, as a self-contained unit, the entire gear shifting mechanism.



Mechanism in Gear Case.

All of the steel parts are put through a double, refined, heat treatment which results in a remarkable resistance to distortion or wear. The gears are of unusually rigid construction, being not only of big pitch and wide face, but so designed as to prevent any distortion of the gears in heat treatment. Furthermore, where bearing surfaces require it, the gears are ground internally so as to insure their being concentric with the teeth. The gears are cut on special machinery and carefully tested on master gears to insure accuracy in the form of the teeth. The gears are cut from solid bar stock and heat treated to insure such hardness that they will defy wear.

The shafts are also machined from solid bar stock, and so treated as to resist any bending tendency and with glass-hard ground surfaces where wear might be expected.

Effective Oiling System.

By taking advantage of the centrifugal force of the revolving parts, together with the pumping action of the gears, and with an ingenious system of passageways, grooves, holes, reservoirs, etc., oil is literally forced through all the bearings and by means of reservoirs a supply is constantly kept at the points where needed.

A unified construction is used, incorporating a thrust bearing relieving the ball bearings from any end load. The main bearings are imported annular ball bearings of an extremely large size—larger than is necessary to carry the transmission load—but so provided as to meet any contingencies. When running on high gear the entire load is carried on these bearings.

Secondary bearings carry the loads when running on low gear and while the company does not recommend long continued use of the low gear, in its tests it has operated the two-speed on low gear for distances up to 150 miles of continuous running with a 900 pound load.

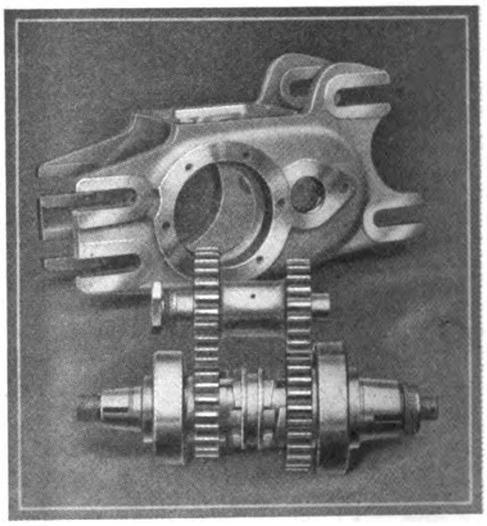
Since the entire load, in either high or low gear, is transmitted through the clutch dogs, these have received perhaps even more than their due of attention, with the result that they have been made larger than in other mechanism subject to similar loads, and are so constructed as to be self-engaging and self-locking when driving.

By the Pope system of heat treatment, the surfaces of the dogs are made hard without being brittle and with their tough backing furnish an absolute and positive drive in either high or low gear with an instantly available shift from one to the other.

Operation of the Gears.

The control of the two-speed mechanism is simple. In shifting gears a sliding member, engaging the dog clutches, is operated by a drop forged yoke which, in turn, is actuated by a rigid lever of unique design and is held strongly in high, low or neutral position by a spring pin engaging in tapered notches. This spring pin performs the double function of holding the shifting yoke in any of its positions and at the same time providing for the throwing of the shifting member into full engagement or into free neutral position, should it not be so fully engaged by the operator, thus making sure of full engagement of the clutch dogs or of free position in neutral under any conditions of accident or wear which might eventually arise. Further, this lock being located directly on the shifting yoke, obviates any possibility of the detrimental effect of wear or lost motion, and assures the positive locating so essential to satisfactory operation of any mechanism of this type.

The gear shift is operated by the rider through a hand lever, located at the left side of the machine, and this, in turn, is held in high, low or neutral position by a notched quadrant, which, in turn, is released only by the clutch lever, thus making it a positive requirement that the clutch be disengaged before shifting the gears.



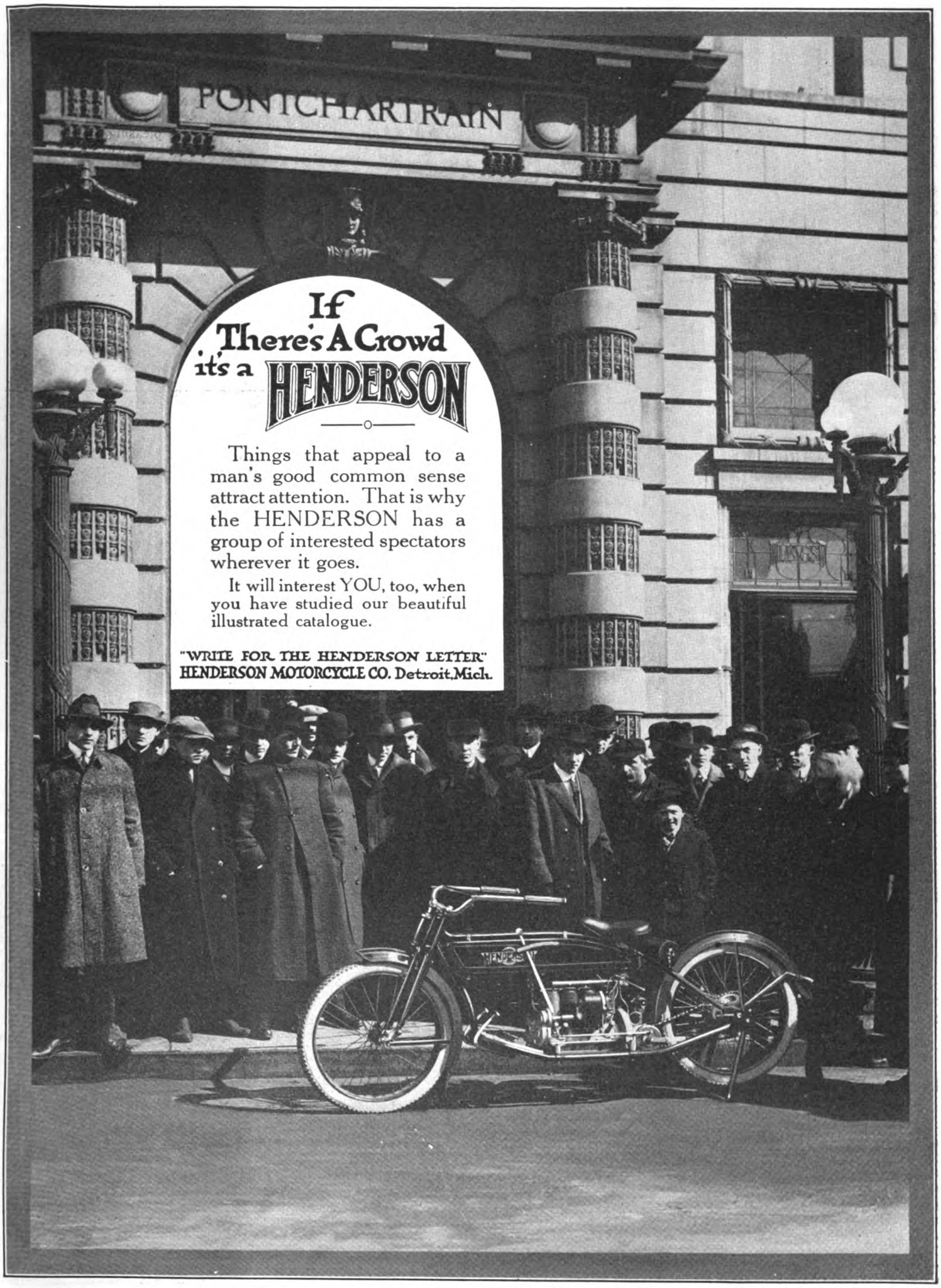
Gears Removed.

Simplicity of Control.

The Pope control is therefore coupled so as to make necessary the disengagement of the clutch before shifting the gear, but at the same time, as the rider will appreciate after one or two operations of the control, the method of locking and the relative position of the parts have been decided upon with a carefulness which makes the disengaging of the clutch, the shifting of the gears and the re-engaging of the clutch all a part of a single forward and back motion of the rider's hand.

It is also worthy of note that all the operations are performed with one motion of the left hand, the throttle control being in the right hand. This permits of opening the throttle while the clutch is being engaged, thus permitting a smooth take-up of the load without the undue racing of the motor so often noticed on other machines under these conditions.

The transmission is from the motor through a ¾-inch pitch, 5/16 inch wide Renold roller chain to a special Eclipse multiple disc clutch, mounted on the projecting shaft end of the two-speed, thence through the two-speed to the sprocket on the right-hand side and from there to the sprocket on the special Corbin hub in the rear wheel by another ¾-inch pitch by 5/16 inch wide Renold roller chain.



If There's A Crowd it's a HENDERSON

Things that appeal to a man's good common sense attract attention. That is why the HENDERSON has a group of interested spectators wherever it goes.

It will interest YOU, too, when you have studied our beautiful illustrated catalogue.

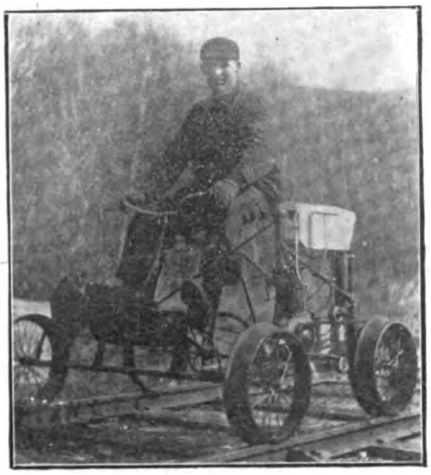
"WRITE FOR THE HENDERSON LETTER"
HENDERSON MOTORCYCLE CO. Detroit, Mich.

AN AGED ENTHUSIAST

John W. Dunaway, 72 years old, of Blanket, Texas, is shown in the accompanying photo on the Harley-Davidson machine with which he makes regular trips throughout the county to sell patent medicine. Mr. Dunaway carries his stock, advertising matter and other luggage in the sidecar.

DEARBORN'S UNIQUE OUTFIT

H. L. Dearborn, of Lincoln, N. H., forwards the accompanying photo showing himself and his unique motor outfit. The one-cylinder motor which furnished power for the outfit was taken from an old 2¾ h. p. Wagner motorcycle. Dearborn writes that in his section of the country there is a logging railroad, sixteen miles in length, running into the woods. As there is no road leading to the point the push track-cycles are commonly used, but Dearborn has overcome the necessity of pushing by using the Wagner motor.



YALE SCORES IN ECONOMY TEST

A successful economy contest was recently staged by the Cream City M. C., of Milwaukee, Wis. About fifty riders, representing all of the leading makes of motorcycles, participated in the contest. Each rider was given one quart of gasoline. All tanks and carbureters were sealed by an official who then accompanied the riders over the course. William Krueger, on a two-speed Yale twin, set an unusually high mark in winning the event for 7 h. p. twins, by riding 29 miles. At this rate he would cover 116 miles to the gallon. Charles Erickson and Frank Wagner, both riding Yales, finished second and third, respectively. In the event for 5 h. p. machines Alexander Eggerbrecht, on a Yale, won first place. Reed Hammon, another Yale rider, won the first prize for the 4 h. p. machines, by covering 33 3/10 miles. The second prize in this event went to Roland Koenig, who covered 31 7/10 miles on his Harley-Davidson.

A LONG SUMMER TOUR

Thomas E. Hudgeons, 367 O street, S. W., Washington, D. C., plans to leave, July first, on a motorcycle trip of about 2,500 or 3,000 miles, and expects to be gone three months. He is 40 years old, and weighs 200 pounds. He plans to write a story of his trip with pen and camera. His itinerary includes Virginia, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Tennessee, Missouri and Ohio.

MOTORCYCLES IN STOCKTON

Among the Pacific Coast cities in which the motorcycle has gained recognition as an economical commercial vehicle is Stockton, Cal. Many of the business houses employ motorcycles in their delivery and service departments, and several of the municipal departments use one or more of the motor two-wheelers.

SEEING THE SANTA FE TRAIL

A 400-mile tour over the Santa Fe Trail from Dodge City, Kan., to Denver, Colo., will be held this summer under the auspices of the Dodge City Motorcycle Company, 610 Second avenue, distributors for the Excelsior. The route is by way of Cimarron, Ingalls, Garden City, Syracuse, Holley, Lamar, La Junta, Rocky Ford, Pueblo and Colorado Springs.

WILL USE A MOTORCYCLE

An Indian motorcycle, equipped with delivery van, has just been sold to the Gibson Auto Company, of Indianapolis, by the G. H. Westing Company, agents for the Indian in that city. The Gibson company will use the motorcycle and van for delivering small packages, it having used an automobile for this purpose previously.

FASTER MAIL SERVICE

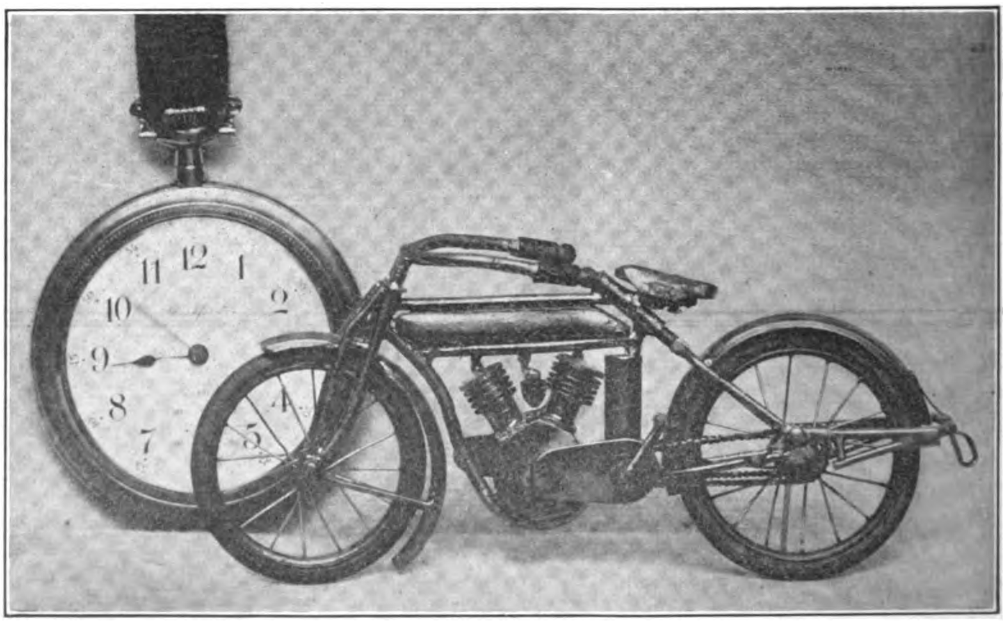
Scotia, N. Y.—B. V. Tullock, rural carrier, out of this town, made his first trial of motorcycles for mail delivery recently, and was astonished by the saving of time and effort that was accomplished. Instead of being practically an all-day job, he covered his route in half the morning, and enjoyed the work much more, as well as pleasing all the people by the greater promptness with which their mail reached them.

Tullock, using his two-speed Yale, made the circuit of his route with 130 stops at boxes to deliver 257 pieces of mail in only 2 hours and 35 minutes. The increase in efficiency made remarkable the contrast to the old time delivery by means of horse and buggy.

CHICAGO MOTOR COPS

William Moore and Edward Smith, members of the Chicago motorcycle police squad who figured in the spectacular chase after a runaway, described in a recent number, are shown in the accompanying picture. Moore is at the right.

When laying up a machine for some time, apply a coat of vaseline to the metal parts to prevent rusting. In default of vaseline gear grease can be used to good effect.



The Above Model of a Flying Merkel Was Made by Richard Steward, of St. Joseph, Mo. It Is Shown With the Watch to Give an Idea of the Size.

Read Baker's Letter

Indianapolis, Ind., June 3, 1914.

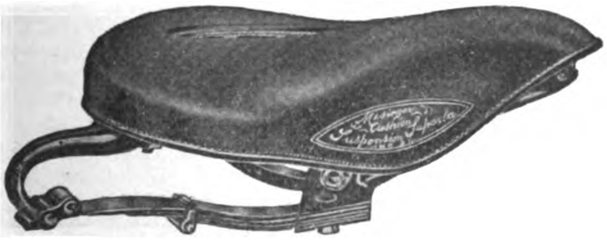
H. & F. MESINGER MFG. CO.,
New York City, N. Y.

Gentlemen:—On my recent record-breaking trip from San Diego, Calif., to New York City, a distance of 3,378 9/10 miles, which I negotiated in 11 days, 12 hours and ten minutes, I used one of your Superba Cushion Suspension Saddles. I planned carefully every detail of this trip long before the event actually took place, and you can realize just how much attention I gave to selecting the proper Saddle, for I have realized personal comfort would be one of the most essential features of a trip of this kind.

Relying on my past experience with Mesinger Saddles, I selected one of your 1914 Superba Saddles, and am more than pleased to state that my judgment was not misplaced. During the entire trip I gave absolutely no attention to the Saddle, and did not even replace a nut or a broken spring. I could not have selected a more comfortable Saddle, and during the entire trip I was not in the least Saddle-sore. This is remarkable in view of the fact that I spent from 12 to 18 hours a day on the Saddle.

Yours very truly,
E. G. BAKER.

MESINGER



Superba "Suspension Cushion"

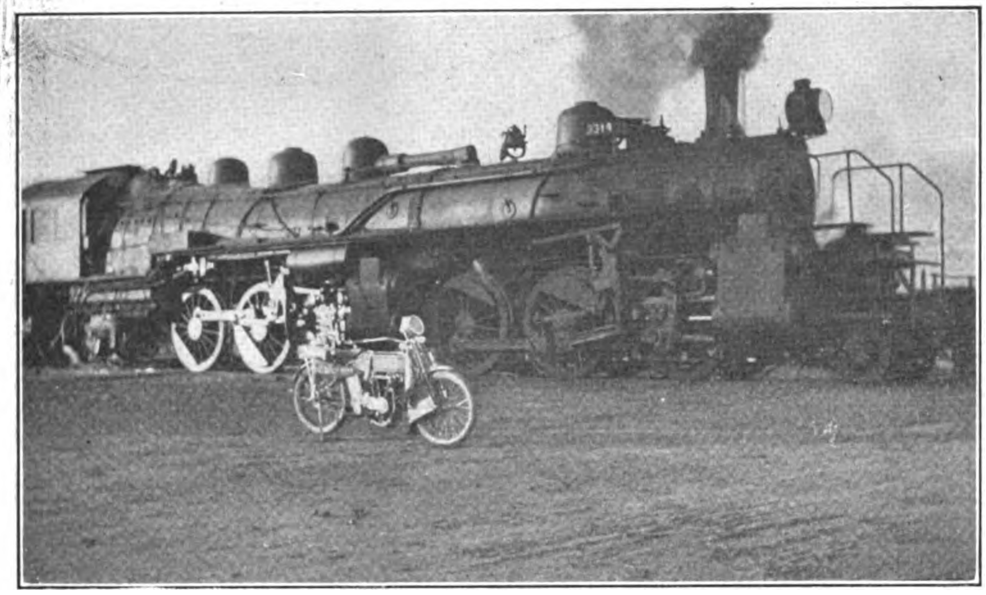
No stronger testimony can be found than Baker's for the supreme comfort of the Mesinger Cushion Suspension Saddle. He rode over **all** kinds of roads—with absolute comfort.

YOU, Mr. Rider, can get the same saddle as the one Baker used, on YOUR motorcycle, if you insist upon it. If you want greater saddle comfort, greater saddle service and satisfaction, specify MESINGER.

"Ask the Rider and Watch Him Riding."

H. & F. MESINGER MFG. CO.
144th Street, Austin Place, N. Y.

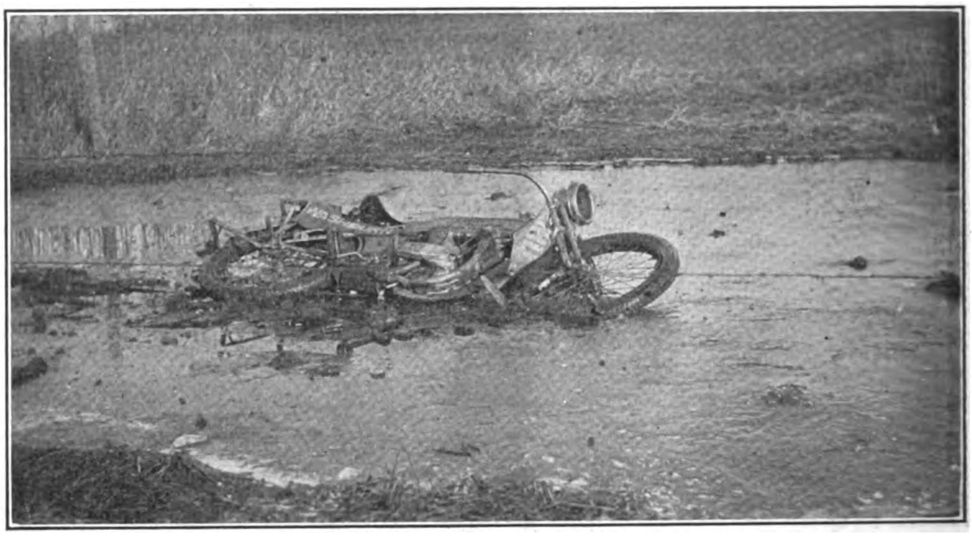
STOCKWELL'S CROSS-COUNTRY JOURNEY



Stockwell Admits That the Powerful Engine Has His Harley-Davidson Shaded for Size, but Says That It Has Nothing on the the Two-Wheeler for Speed.

UNUSUAL interest attaches to the two accompanying photographs forwarded by Ira J. Stockwell, of Lawrence, Kan., and taken by him while en route on his motorcycle trip to San Francisco. The upper picture depicts a remarkable contrast in size and power, Stockwell's Harley-Davidson motorcycle being shown beside a Santa Fe Compound freight engine. In referring to the picture, Stockwell writes: "It seems almost impossible that the Harley-Davidson could actually cover the ground at a faster clip than such a power plant, but on more than one occasion I have won in a race with trains drawn by equally powerful engines."

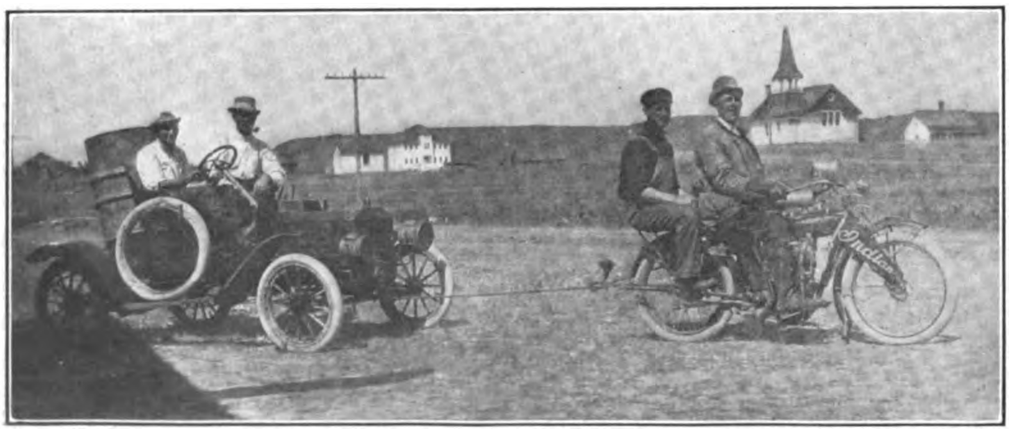
In riding through Oklahoma the hardy tourist states that he frequently had to travel over such substitutes for roads as is seen in the lower picture. The flooded roadway shown in this photo is typical of the conditions which obtained in Oklahoma during the season in which Stockwell traveled.



Such Substitutes for Roads Were Frequently Encountered by Stockwell.

A TOWING DEMONSTRATION

C. R. Walline, of Broadview, Mont., recently demonstrated the pulling power of the Indian when he towed a Ford automobile, which was carrying a 52-gallon tank of gasoline and two passengers. In the photo Walline is seen driving the Indian, which is a 1913 model, 7 h. p. The Indian enthusiast writes that plans are being made to form a club in Broadview.



How a Montana Dealer Proved the Towing Power of His Indian. Item Above.

The serviceability of the motorcycle and sidecar for touring has aroused the enthusiasm of C. P. Graham, of Hammond, Ind., who covered more than 6,000 miles with a Harley-Davidson and at a repair cost of exactly 5 cents.

VEST POCKET ROUTE INFORMATION SYSTEM

OF particular interest to riders who are planning tours over unfamiliar territory in the Eastern and New England States, is the route information offered by the Vest Pocket Touring Company, of 250 West Fifty-fourth street, New York City. As indicated by the name the road directions given by the company are contained on neat vest pocket cards. The cards are about the size of an ordinary playing card and contain complete directions for one trip. On one side of the card is given the route for the outgoing trip, while the reverse route is contained on the opposite side. The cards sell for five cents each. The company has also issued four keymaps of the territory covered, each map showing the various routes and their numbers. By referring to one of these keymaps the tourist can lay out a trip in advance and then write to the touring company calling for the route cards covering the trip. Three of the keymaps sell for ten cents each and cover the Metropolitan zone for a radius of 75 miles from New York; New England and New York, and New Jersey and Pennsylvania. The other keymap includes a detailed road map of New York City and vicinity, showing all the roads within 20 miles of the city. It is listed at $1.

AMONG THE LEADERS

Among motorcycle riders credited with long distance records is Edward Menke, of Quincy, Ill., who has ridden a motor two-wheeler since 1909 (the same machine), during which time he has covered 60,000 miles. He has traveled all over the states of Oklahoma, Texas, Kansas, Illinois and parts of Missouri and Iowa.

A sidecar livery with Harley-Davidson motorcycles has been established by the Overstreet-Allen Motor Company at Cherokee, Okla. The innovation is appreciated greatly by traveling men.

Every Chain Driven Motorcycle and Every Combination Drive Machine in the T. T. Races was equipped with Renold Chains!

Can you imagine a more sweeping proof of Renold popularity claims? Here are cold facts and figures to ponder over:

In the Junior Tourist Trophy 49 machines started. Fifteen were equipped with Renold Chains—12 with Renold Chains and Belts—22 were belt driven. Fourteen out of 15 Renold Chain-driven machines finished—six out of 12 Combination Renold Chain and Belt drives finished—and but 10 out of 22 belt-driven motorcycles completed the grind. The "batting average" of Renold Chain efficiency can therefore be computed at approximately .800. Big League stuff—what?

RENOLD

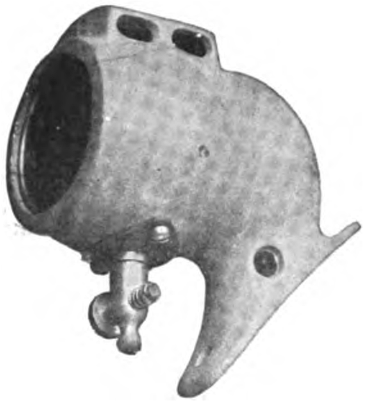
"The Chain of Proven Reliability"

In the Senior Tourist Trophy 36 motorcycles were Renold Chain equipped—18 Renold Chain and belt and 56 belt.
Here are the results: Twenty-two Renold Chain-driven motorcycles finished, nine Combination Renold Chain and belt, and 19 belt. Out of the first four, three were Renold equipped and out of the first 20, 12 were Renold Chain equipped, four had Combination and four belt drives. Average—.660 about. Total average of Renold equipped motorcycles to finish in both Junior and Senior Tourist Trophy Races—.730.
Truly it was a Renold day! Think of it! Out of all the different makes of chains to choose from in England—Renold received the UNANIMOUS vote. There MUST be a reason!

Get the most helpful chain booklet ever printed, "Hints on Chain Drives for Motorcyclists." It's free for the asking.

PETER A. FRASSE & CO., Inc.

410 Canal Street, New York



$1.15

THE NEWEST THING IN TAIL LAMPS

Larger 20th Century **Better**

FAIRY TAIL LAMP

MADE OF ALUMINUM

STRONG — ATTRACTIVE — DURABLE

FINISHED IN GRAY, RED OR NICKEL

Projects a clear red rear signal and a bright white light on license plate. Every motorcycle should be equipped with a Fairy Tail Lamp for self-protection.

DEALERS—Investigate this new tail lamp and send for catalog of our complete line

20TH CENTURY MANUFACTURING COMPANY, 420-22 Ogden St., Newark, N. J.

NOT INC.
AERA
MANUFACTURING CO.
CHICAGO
ILL.

MANUFACTURERS OF ACCESSORIES THAT SELL

MODEL 3 CARRIER.

Model 3. Carrier same as Model 2, except with rectangular platform. Complete with cushions, skirt guard and all attachments. Price, $14.00

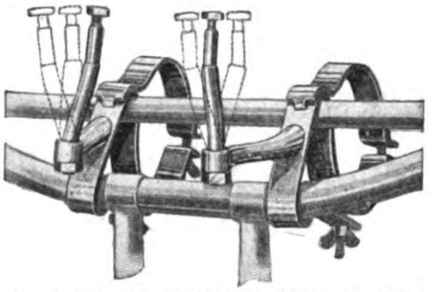
In ordering our carriers, always specify make of machine and size and thread of rear axle; otherwise we will ship extension nuts for ½-inch 24 threads.

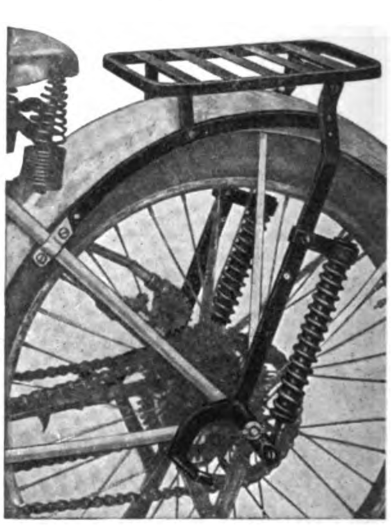
AERA WIRE BASKETS

Built for hard service with steel frames and our special steel braces that will not spring under at least four times the load that could be carried on a flat brace of the same weight.

Made in two sizes.

No. 133.	Size 8x12x18 inches. Price, each	$3.00
No. 134.	Size 8x15x24 inches. Price, each	4.25



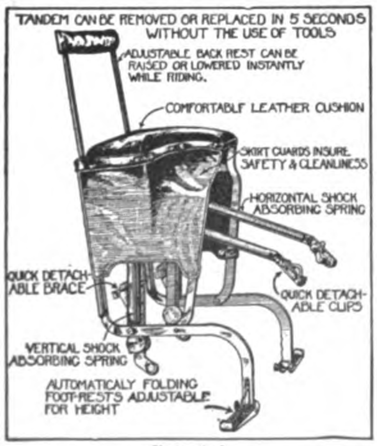


AERA ADJUSTABLE TANK CARRIER.

For Excelsior and De Luxe handle bars.

No. 16.	Complete as illustrated, heavily nickeled and buffed	$2.50
No. 17.	Same, nickeled, but not buffed, per pair	2.25
No. 18.	Without lamp bracket, nickeled and buffed, per pair	1.75
No. 19.	Same, nickeled, but not buffed, per pair	1.50

AERA MFG. CO., 410 Siegel St., CHICAGO


TANDEM CAN BE REMOVED OR REPLACED IN 5 SECONDS WITHOUT THE USE OF TOOLS
ADJUSTABLE BACK REST CAN BE RAISED OR LOWERED INSTANTLY WHILE RIDING.
COMFORTABLE LEATHER CUSHION
SKIRT GUARDS INSURE SAFETY & CLEANLINESS
HORIZONTAL SHOCK ABSORBING SPRING
QUICK DETACHABLE BRACE
QUICK DETACHABLE CLIPS
VERTICAL SHOCK ABSORBING SPRING
AUTOMATICALY FOLDING FOOT-RESTS ADJUSTABLE FOR HEIGHT

Patented
New Stoll Dream Tandem No. 1
Special fittings for all makes.

There are several good reasons WHY

THE STOLL DREAM TANDEM

is known everywhere as The Easiest Riding Tandem built

Here are two substantial reasons, both of which are *exclusive* "DREAM" features:

1st—It provides a *natural sitting position* and a *really comfortable* place to sit upon.

2nd and most important—The whole tandem—footrests, backrest and seat are entirely suspended all together upon two double sets of concealed springs, which eliminate all shocks and produce a soft, vibrationless motion,

AS IF RIDING ON AIR

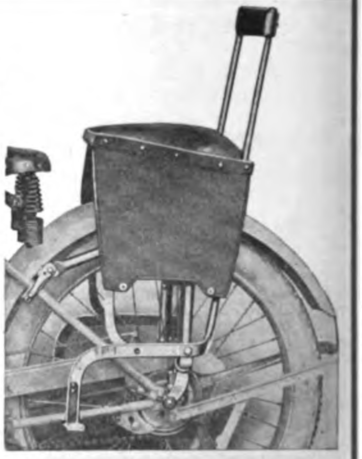
Insist that your dealer equip you with a "DREAM" tandem for the reason that it is *sold with an unconditional guarantee* of being the easiest riding tandem made.

The Factory Backs the Dealer on This Guarantee.

Mr. Rider, get the Stoll circular B at once.

THE STOLL MFG. CO., 33rd and Walnut Sts., Denver, Colo.

(Makers of the Stoll Combination Tandem No. 2 for all makes of motorcycles.)



The Dream Tandem on an Excelsior.

"Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

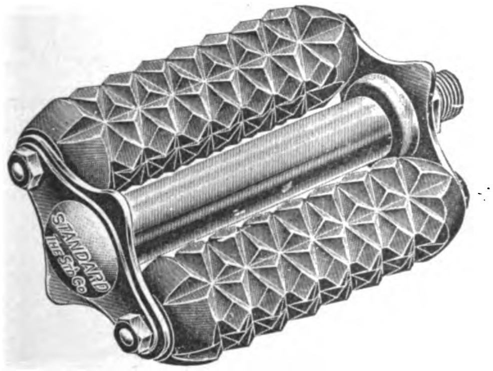
Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

To liken a product to STANDARD is to bestow upon it high praise indeed.

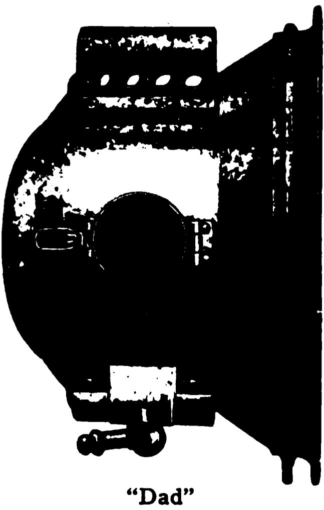
The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.



No. 3 MOTOR CYCLE PEDAL

The Standard Co.

Torrington, Conn.



"Dad"

Solars Offer Time-Proven Lamp Service

When you buy a SOLAR lamp you buy an assurance of dependable lamp service—you do no experimenting, for you know that SOLAR lamps are the product of motor lamp builders of 18 years' experience, who have yet to turn out an unsatisfactory model. The peerless reputation of SOLAR lamps is a by-word and a "buy-word" in the motor field.

Solars

"The Lamps With a Pedigree"

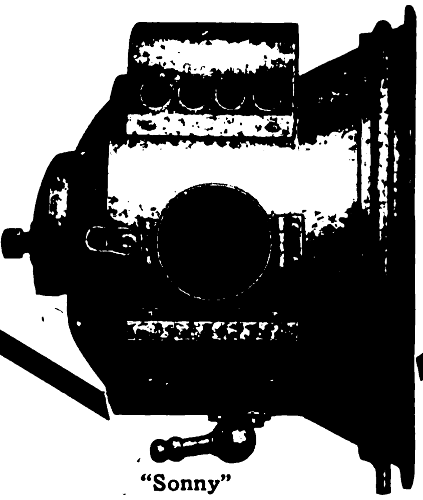
If you would assure for yourself time-proven lamp service, service that is dependable as sunlight itself, go to your dealer today and ask to be shown the SOLAR line.

He'll quickly convince you of the wisdom of joining the rapidly increasing number of SOLAR-equipped riders.

Mr. Dealer, write for our catalog and dealers' terms. Today—don't delay.

The Badger Brass Mfg. Co.

Kenosha, Wis. New York City



"Sonny"

No. 194 Nickel, Flat Bracket....$4.25

No. 194P Nickel, Fork Bracket... 4.25

FEDERAL MOTORCYCLE TIRES

Four Plies of Specially Selected Fabric

Federal riders go through the most gruelling tests for speed and distance, and finish on tires **still good.** It's largely because of Federal specially selected fabric, built up ply by ply by the most skilled workmen. Four plies of this special fabric are built into all $2\frac{3}{4}$ and 3-inch Federal tires.

FEDERAL RUBBER MFG. CO.
Milwaukee, Wis.

Branches, Service Stations and Distributors in all Principal Cities. Dealers Everywhere.

FEDERAL EXTRA SERVICE FEDERAL

Schrader

Universal Tire Pressure Gauge

There is as much water for drowning purposes beneath a rowboat as there is beneath a battleship—
and the chances of shipwreck are greater on board the rowboat than on board the battleship—
Yet the battleship will carry life-preservers while generally the rowboat won't.

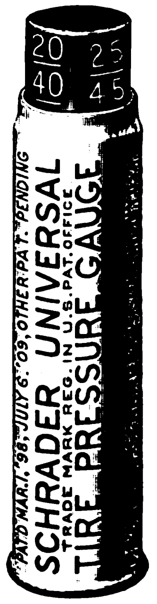
The Automobilist who carries a

SCHRADER UNIVERSAL
TIRE PRESSURE GAUGE

and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guess work is in a row boat and without a life-preserver.
Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

PRICE ONE DOLLAR

For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or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PAT'D MAR. 1, '98, JULY 6, '09, OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. IN U.S. PAT. OFFICE
TIRE PRESSURE GAUGE

A. SCHRADER'S SON, Inc.
783-791 Atlantic Ave., Brooklyn, N. Y.

MOTORCYCLE
MART
The Link Between Buyer and Seller

FOR SALE OR EXCHANGE

FOR SALE—1913, Excelsior, 7 h. p. twin, $125 to quick buyer; 1215 Haddon avenue, Camden, N. J.

FOR SALE.—1912 Indian 7 h. p. twin, like new, $135; 1913 Excelsior 7 h. p. twin, good shape, $135; 1912 M & M 4 h. p. single, looks like new, $65; 1912 Indian 4 h. p. single, looks like new, $100, and many others. Ward Brothers, 212 Broadway, Camden, N. J.

1913 7 h. p. two-speed Indian; run less than 1,000 miles; original tires, $16 tandem and Long horn; a bargain at $225. J. B. Flory, Lancaster, Pa.

FOR SALE.—1913 Model four cylinder Henderson with 1914 improvements, used as demonstrator, run about 1,200 miles; $200, shipped c. o. d. on deposit of $25. W. W. Plumb, Augusta, Ga.

SPECIAL FAST INDIAN, 1913 T. T., two-speed, stock machine, but tuned up for races. Will do 65 m. p. h.; sacrifice with full equipment for only $150. H. C. Wing, Greenfield, Mass.

FOR SALE.—1912 Indian single, with clutch and magneto; guaranteed good condition. First check of $150 takes it. Frederick Dahl, Lake Benton, Minn.

REBUILT MOTORCYCLES.—If you want a real bargain in used motorcycles of any make, write at once for our weekly lists. All machines sold from photographs. Prices from $50 to $175. Detroit Motorcycle Sales Company, 9 Selden avenue, Detroit, Mich.

FOR SALE.—1912 Yale twin 7 h. p. with tandem seat, cost $292 new. First $135 takes it. Reason for selling, have auto. D. E. Brugger, South Bend, Ind.

1913 TWIN CYLINDER 7 H. P. Indian Motorcycles, $140.00. Motors overhauled. Tires good for 3,000 miles. Walter Goerke, 321 Washington street, Newark, N. J.

BRAND NEW, never uncrated, 1914 Excelsior single, belt drive; regular $190 model; going out of business; bargain at $165 Will ship C. O. D., subject to examination. Write Charlie Wellmaker, Dearing, Ga.

SALE.—1913 10 h. p. chain Excelsior, tandem, used about 800 miles; very fast; $150. L. Cornog, Concordville, Pa.

FOR SALE.—1911 Indian twin; bearings, pistons, clutch springs and lining, rings and rear casing new; front casing good; overhauled and re-enameled in March. Complete with tools and luggage carrier; $140

"BARGAIN."—1914 8-9 h. p. chain Harley-Davidson twin cylinder two-speed motorcycle in perfect condition; used 250 miles; with the following attachments: Corbin Brown speedometer, lamp and horn. Write W. T. Hammond, P. O. Box 194, Waynesboro, Pa.

SPEEDY 1913 twin Indian; price $135; tires and transmission new. Shipe C. O. D. J. M. Bailey, Harlem, Ga.

FOR SALE.—Herz magneto for single; new, never been used; will sell for less than half price. A. Gruntsman, 110 Tyler St., Pittsfield, Mass.

AUTOCRAT $125 aluminum body sidecar, good as new. Fits 1913-1914 Indian. Used for demonstrating motorcycle. $65. $10 deposit with order. Motorcycle Equipment Co., Hammondsport, N. Y.

Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

HARLEY-DAVIDSON 1914 twin with Presto tank, lamp and electric horn. In brand new condition. Run less than 500 miles. Cost $272; will sell for $210. T. P. Ballou, Y. M. C. A., Jackson, Tenn.

REAL BARGAINS.—Merkels, six 1912, 6 h. p.; one 1911, 7 h. p.; one 1913, 4 h. p.; $100 each; one 4 h. p. 1911, $75; one 4 h. p. 1912, $85; New Eras: Two 1911, 4 h. p., $95 each. Wagners: Two 1911, 4 h. p., $50 each. All recently overhauled. W. D. Andrews, Buffalo, N. Y.

MISCELLANEOUS

FOR SALE.—A complete motorcycle and bicycle store with leading make of machine located in large town in Michigan. Stock on hand inventories $7,000. Great opportunity for a live wire who wants to get in the motorcycle business. Address X. Y. Z., MOTORCYCLE ILLUSTRATED.

WISE BUYER.—Just arrived, a brand new lot of motorcycle second cases, 28 x 2¾ and 28 x 3 sizes. Single clinch for CC rims. Write for special prices. J. W. Grady & Co., 68 High street, Worcester, Mass.

I WILL BUY YOUR SURPLUS. Write me lowest price you want for your slow selling accessories. Give full details. A dollar in the hand is worth two on the shelves. Surplus, care of MOTORCYCLE ILLUSTRATED, New York City.

AM ABOUT to open a motorcycle store in Brooklyn, N. Y. Would like to represent some standard make of machine. Have $6,000 capital. C. E. Keniston, 43 Wyckoff street, Brooklyn, N. Y.

FOR SALE.—Call and inspect this old-established motorcycle and bicycle business. It has been the means of leading us to bigger things and offers the same opportunity to you. It is situated in a large city in Northern New Jersey and has two live agencies. For a thorough investigation before purchasing, write Box N. E. H., M. I.

GET our plan for monogramming automobiles and motorcycles by special transfer method. Motorists' Accessories Co., Ashland, O.

DEALER'S CARDS, Etc.

AN ADVANCE SALE of high-grade motorcycles slightly used, all standard makes, twins and singles, belt and chain drives. Prices, $25 up. Write for complete list. Gotham Sporting Goods Company, 57 Warren street, New York.

M. WORKSMAN, 14 and 16 Vesey street, New York. Agent for the Excelsior motorcycle. We carry a large line of Excelsior and Indian parts; also a full line of accessories at bargain prices; a large supply of second-hand motorcycles always on hand, $35 up. Special sale on Pope bicycles with coaster brake and Goodyear Pathfinder tires, $19 50, worth $40. "Call and be convinced."

RIDERS.—Send for the latest catalogue of up-to-the-minute motorcycle accessories. It is a guide to the best in motorcycle supplies and will save you money. Your copy is waiting for you. Andrews Specialty Co., 55 Warner street, Rochester, N. Y.

MOTORCYCLES.—The highest grade motorcycles on the market at remarkably low figure. Full stock on hand which must be disposed of; singles and twins, belt or chain drive, with or without two-speed. We are reducing our large stock by selling 7 h. p. twin machines at $200. Buy now before it is too late, and remember it is fully guaranteed and known throughout the entire country for its high service qualities. Write to-day, Motor Parts Company, 818 N. Broad St., Philadelphia.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES
STANDARD PARTS—ACCESSORIES
SPECIAL YALE EQUIPMENT
Mail orders filled day received
Louis Goldsmith
92-98 St. Nicholas Ave., New York, N. Y.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 5, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge). Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

WE ARE AGENTS for Pope Motorcycles and Simplex sidecars. Riverside Motorcycle Garage, 533 W. 110th street, near Broadway, New York.

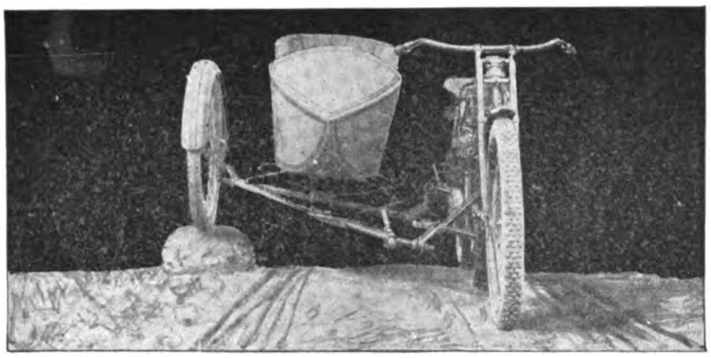
T. J. SIXSMITH, expert repairing; New York agent for Excelsior motorcycles. 203 W. 100th street, New York. Telephone, 8861 Riverside.

NEVER LESS than 50 used machines on hand, all makes, all prices. Just now cleaning up at unusually low prices to make room for 1914 stock. This is your chance. New York Motorcycle Co., Inc., 1777 Broadway, New York.

EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 312 Amsterdam avenue, New York City, Eastern distributor.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO. —Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City. Tel. 7903 Schuyler.



Before buying a Side Car investigate

THE FLXIBLE

Homestead, Pa.
April 28, 1914.

The Flxible has made a hit, and no mistake, it is even better than we ever expected. I have ridden in the most luxurious automobiles made and have never yet found anything to equal the Flxible car for easy riding.

(Signed) F. DEAN,
Harley-Davidson Sales Co.

Sold only through motorcycle dealers.
Ask about our
New $88 Model

THE FLXIBLE SIDE CAR COMPANY
MANSFIELD, OHIO

This "Grip-Tite" feature gives ease and safety

The special feature of this splendid glove is that the double palm has corrugations, giving a firm, non-slip grip with but slight exertion of the gripping muscles — and double the wear.

Style 4827
Price $3.00

This is only one of the many exclusive features that mark the superiority of

Grinnell Gloves

Sold with a Bond

All are made of velvet Coltskin or Reindeere, soft as kid and wear-resisting as raw-hide. Grinnell Gloves are positively guaranteed not to crack, peel, shrink or harden. They are *washable* in soap and water or gasoline and dry soft as new.

Ask your dealer for Grinnell Gloves. **If he does not carry them, send us his name and your size. We will send your selection on approval. Handsomely illustrated booklet with samples of leather on request.**

Morrison-Ricker Mfg. Company
27 Broad St. ***Established 1856*** **Grinnell, Iowa**

One Solid Unit Frame!

THE FRAME OF THE BERLING TYPE N MAGNETO IS ONE SOLID UNIT—no screws to work loose, permitting injury by rubbing the armature and the pole pieces. This rubbing rapidly and radically lowers the efficiency of a magneto and finally puts it out of business.

In the Type N there is no possibility of the interrupter cams coming loose, as they are part of the housing itself—stamped right in—not screwed on to the cam housing as in other makes.

BERLING MAGNETO

"Pep—Power—Permanence"

These are only two points of mechanical superiority in the BERLING magneto. They ought to convince you of the careful and painstaking thought that has been put into the designing.

YOU OUGHT TO SEE ONE TO BE CONVINCED OF THE BEAUTIFUL WORKMANSHIP IN IT.

Surely you are open-minded enough to permit yourself to be convinced. YOU OUGHT TO TEST ONE TO FIND OUT HOW EFFICIENT IT IS. Write for our booklet "M."

ERICSSON MFG. CO.
1115 Military Road
Buffalo, New York

The AERMORE Exhaust Horn

The Horn You Will Eventually Buy

Up-to-date in every respect, with a bolt-on malleable iron valve that does not obstruct the exhaust passages, and an aluminum foot control that is an ornament to any machine.

Ask your dealer or jobber.

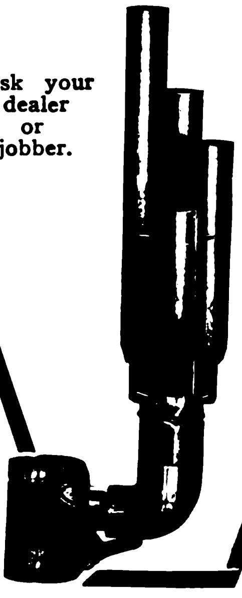
Catalog free upon request.

$5.50

$5.50

THE FULTON COMPANY

722-724
National Ave.
Milwaukee,
Wis.



DON'T

WEAR BLINDERS LIKE A HORSE
WEAR THE

LEASURE SANITARY EYE AND NOSE SHIELD

The only shield on the market for Autoists and Motorcyclists with positive Sanitary Nose Protection from the dust. Perfectly transparent. Gives wearer full vision. Weighs but half an ounce; so light you can hardly feel it. Made in White Amber, Blue and Green. Specially adapted for ladies' use in side cars. Protection against Hay Fever. Oculists and Doctors recommend them. SEND FOR ONE TODAY.

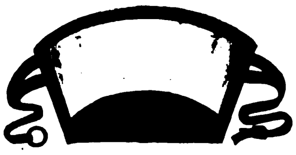
NOT MADE OF GLASS
It's Flexible

Ask the person who wears one.

Price $1.00 postpaid with leather case.

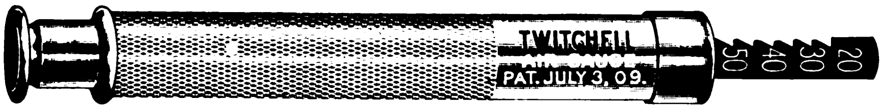
Special Price to Dealers—Write us now.

SANITARY SALES COMPANY,
INC.
—SOLE DISTRIBUTORS—
East End Trust Building Pittsburgh, Pa.



The New Positive Lock Stop

TWITCHELL AIR GAUGE



is not only tire insurance, but in the case of motorcyclists, it comes pretty near being accident insurance as well.

When you are riding on two wheels, a blowout is very much more dangerous than when you are riding on four.

A tire tested as to its inflation by a Twitchell gauge will not blow out.

If it is economy to keep your tires inflated to the requisite pressure in an automobile, where the weight and jolts are distributed among four tires, how much more so in a motorcycle, where the entire burden and jar fall on two wheels only.

The use of a Twitchell will not only keep down your tire expense, but will give you besides the peace of mind which comes from a sense of safety.

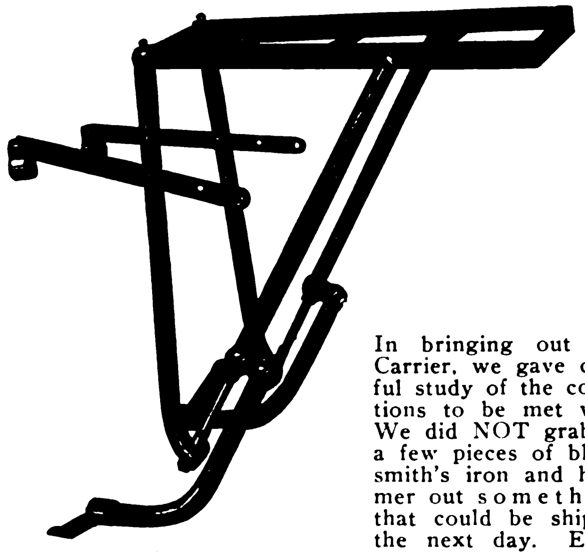
PRICE ONE DOLLAR

For Sale by Jobbers, Dealers, Garages or

THE TWITCHELL GAUGE CO., 1213 Michigan Ave., Chicago

At last we have produced a handsome, well built, scientific

Combination Tandem and Luggage Carrier



In bringing out this Carrier, we gave careful study of the conditions to be met with. We did NOT grab up a few pieces of blacksmith's iron and hammer out something that could be shipped the next day. Every fitting was carefully designed and produced on special machinery, with the results that the Sterling Carrier is strong, light, neat in appearance, adds a finishing touch to any machine it is attached to.

Carrier is only $10. Complete with cushion, $13. Can be shipped in a neat box by Parcel Post. Transportation charges paid to retail customers. Send for our Sterling Carrier illustrated.

STERLING MOTOR COMPANY **Brockton, Mass.**

JEFFERSON

The following is a letter received from Frank E. Anderson, Fort Wayne, Ind. Read what the JEFFERSON is doing for him.

Fort Wayne, Ind., April 24th, 1914.

Waverley Manufacturing Co.,
Jefferson, Wis.

Gentlemen:—Sunday, April 19th, the Fort Wayne Motorcycle Club staged an endurance run from Fort Wayne to South Bend, Indiana, and return, a total distance of 172 miles. I entered my twin "Jefferson."

This being my first run of this kind, I finished perfect as far as the machine was concerned, but reaching within about eighteen miles of South Bend I got off of my road and had to come back to the main road again, thus I checked in six minutes late—although I won a silver medal.

The machine worked like a charm—I never had a tool out of the box nor had a bit of trouble in any way. The motor worked perfectly, and I can not say enough for the Jefferson spring-frame in the way it carried me over the roughest roads with perfect ease. The roads were very rough, with plenty of sand and hills—but none too steep for the "Jefferson."

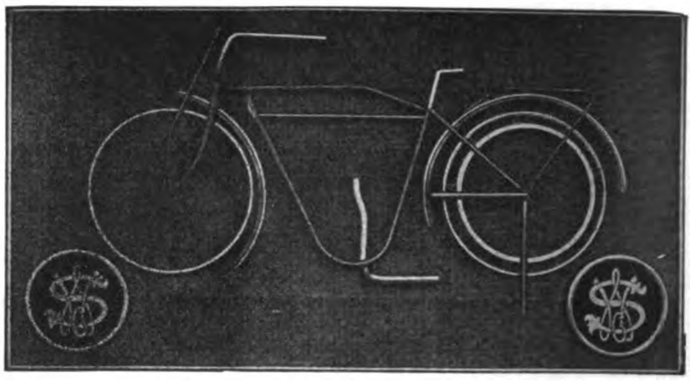
Yours very truly,

FEA/D Frank E. Anderson.

Write for Catalog.

WAVERLEY MANUFACTURING CO.

JEFFERSON, WIS.

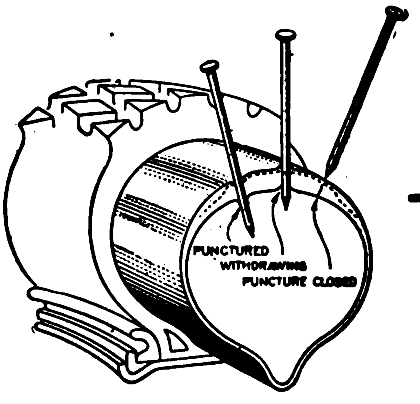


STANWELD

Whenever you want really good frame-parts, such as rims, mud-guards, fork-sides, seat-posts, etc., remember that ninety per cent. of all motorcycles made in this country have frames built of Stanweld Frame-Parts. Baker's machine was built with Stanweld frame parts.

THE STANDARD WELDING CO.
EDGEWATER PARK, CLEVELAND
Offices in
New York Detroit Chicago

STANWELD



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by repair of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

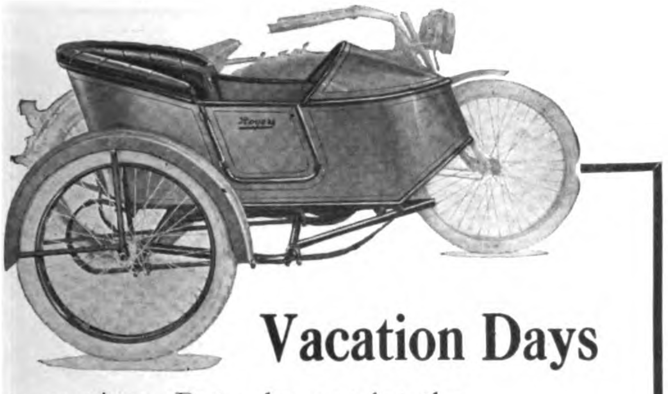
Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

VOORHEES RUBBER MFG. CO.
Sole Manufacturers
Main Office and Works: 18 to 46 Bostwick Ave.
JERSEY CITY, N. J., U. S. A.

NEW YORK STORE **BOSTON STORE**
38 Vesey Street **280 Columbus Ave.**



Vacation Days

are coming. But why not let the

ROGERS SIDECAR

turn the entire summer into one long Holiday for you?

With its aid any point within 200 miles is as accessible for yourself and friend as your local park.

Spend Your Week Ends in the Country

726 WEST MADISON ST., CHICAGO

Rogers

ROGERS MANUFACTURING COMPANY
CHICAGO

BETHLEHEM
FIVE POINT
SPARK PLUG

A Perfect Motorcycle Plug

PERFECT— because it is specially designed and built to withstand the racking strain of the motorcycle engine.

The shell is hard steel. The bushing is soft brass. Fitted together they make an absolutely tight joint. This construction, with patented interior gasket, eliminates the chance of leaky compression or pre-ignition.

The insulation is best India Mica.

The electrodes and centre pin are of nickel that will not pit, corrode or warp.

The sparking points are multiple—equivalent to four plugs in each cylinder.

The electrodes are long—and centre the spark in the fresh mixture. This insures complete combustion, more powerful explosions, and gives more power on less gas.

These points are all combined in no other plug, and enable us to put the strongest guarantee on the Bethlehem ever put on an accessory—

Guaranteed for the Life of Your Motor

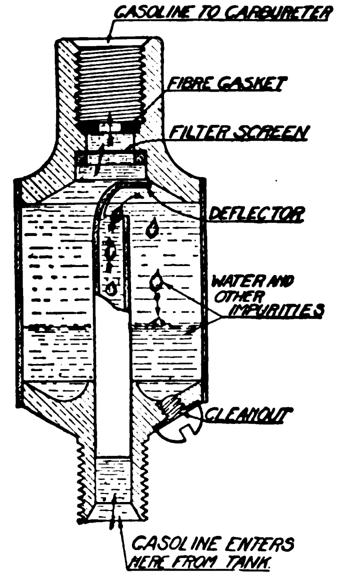
Three sizes—metric, ½" and ⅞". $1.25 each at dealers or post paid. Booklet and Catalog free.

THE SILVEX COMPANY
171 Madison Avenue, New York.

Riders! You Can't **Afford** to Use Dirty Gasoline!

Water and dirt in your gasoline means t-r-o-u-b-l-e. The tiny spray nozzle on your carbureter is clogged instantly—your motor is stopped—and you—say things. Here's a sure cure—the

Standard Separator



Automatically drains all impurities from gasoline and prevents clogging of spray nozzle. It is positive and absolutely guaranteed to "fill the bill" in every particular.

Price $1.00
By Mail Prepaid

Eliminate carbureter worry from your mind—get a Standard today.

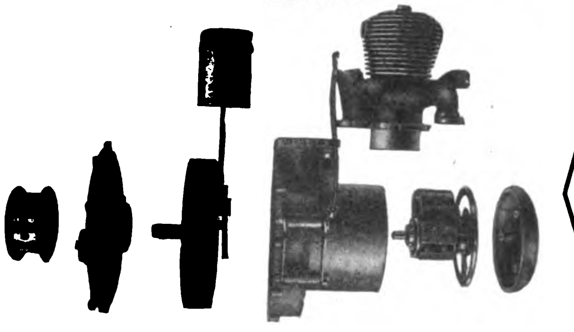
Standard Thermometer Co.
65 Shirley Street
BOSTON - MASS.

Schickel

3 Against 33

Only three moving parts in the entire Schickel Motor! The piston, connecting rod and fly-wheel. Compare this with the thirty-three or more moving parts on the ordinary four-cycle motor. Consider the silence, the smoothness, the lack of wear in a motor so ideally constructed. Then remember that the Schickel is absolutely without valves, gears, cams or other trouble-creating and wear-producing parts.

TWO STROKE



VALVELESS

Other Powerful Schickel Features

The Schickel Cylinder, with inlet and exhaust passages, is cast in one piece.

Being two-cycle, the Schickel gives twice as many explosions as a four-cycle motor—hence, the power impulses are more sustained and continuous.

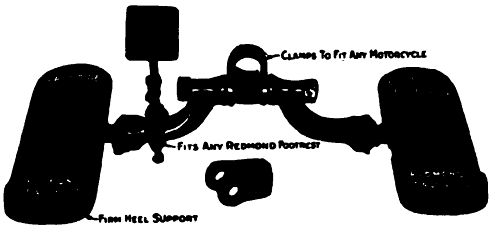
Having but three moving parts, all running in oil, the Schickel is remarkably silent. The aluminum tank affords greater silence by deadening the sounds due to vibration.

Durability of the Schickel is absolutely assured by its simplicity of design, its three-moving-part motor, and the tank cast integral with the frame members.

Write for the Schickel letter and the Schickel dealers' proposition.

The Schickel Motor Company, 59 Garden Street, Stamford, Con

A "CLAMP THAT CLAMPS"



EASY RIDE FOOT BOARDS FILL THE BILL.

ASK THE MAN WHO RIDES THEM

GET DEALERS PROPOSITION.

FREE DELIVERY ANYWHERE IN THE U. S.

"GOOD THINGS" FOR THE MOTORCYCLE

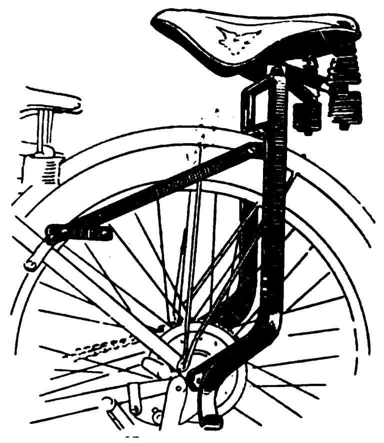
Redmond "Easy Ride" Q. D. Tandem Comp. $12.50
Redmond "Easy Ride" Foot Boards . . . $3.75
Redmond Brake Pedal $1.00

MADE OF THE BEST GRADE MALLEABLE STEEL HIGHLY NICKELED AND CAN BE ATTACHED BY ANYONE.

THEY ARE ADJUSTABLE AND WILL FIT ANY MODEL OR MAKE OF MOTORCYCLE.

REDMOND "EASY RIDE" QUICK DETACHABLE TANDEMS CAN BE PUT ON OR OFF IN A MINUTE, THERE BEING NO NUTS OR BOLTS USED.

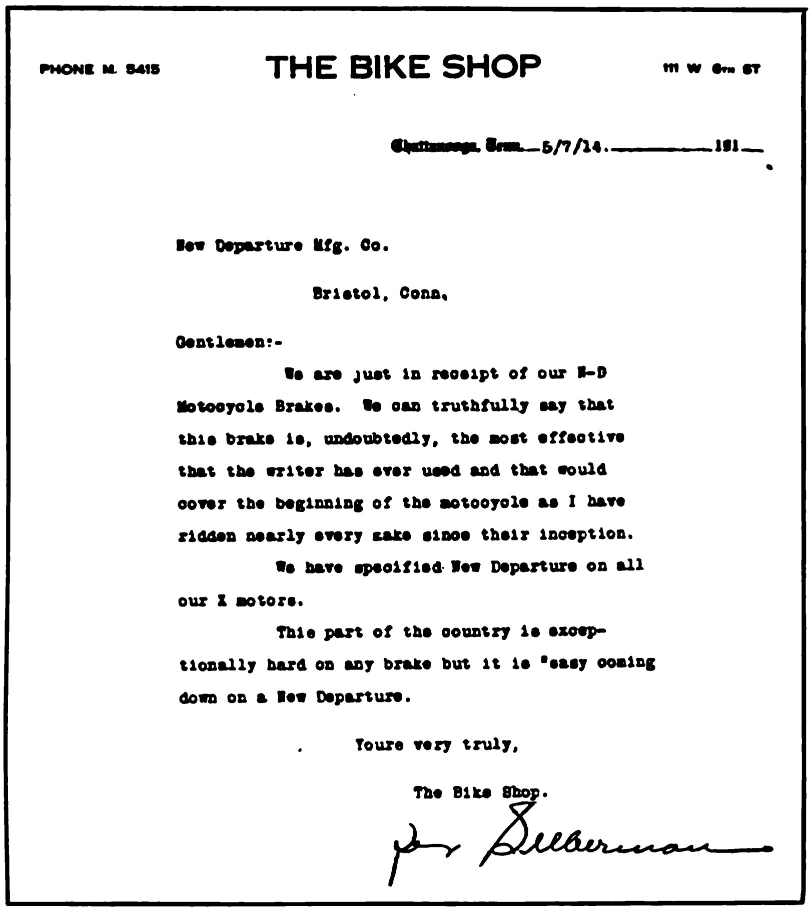
REDMOND SALES CO.
LOS ANGELES CALIFORNIA



NEW DEPARTURE HOLDS ON THE HARDEST HILLS

This letter simply backs up every test motorcycle manufacturers, dealers, or riders have made of the New Departure Auto-type Motorcycle Coaster Brake. Specify it and be sure of a reliable brake and control device. Special literature now ready. You should see it.

THE NEW DEPARTURE MFG. CO.
BRISTOL, CONN.



PHONE M. 5415 THE BIKE SHOP 111 W 6TH ST

Chattanooga, Tenn. 5/7/14. 191

New Departure Mfg. Co.

Bristol, Conn.

Gentlemen:-

We are just in receipt of our N-D Motocycle Brakes. We can truthfully say that this brake is, undoubtedly, the most effective that the writer has ever used and that would cover the beginning of the motocycle as I have ridden nearly every make since their inception.

We have specified New Departure on all our X motors.

This part of the country is exceptionally hard on any brake but it is "easy coming down on a New Departure.

Yours very truly,

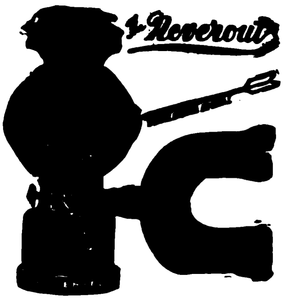
The Bike Shop.

Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.

"MEET US AT SARATOGA"

See pages 14, 15, 19, 20 and 21 of this issue



Burns 10 hours on one filling

with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout
TRADE MARK

MOTORCYCLE OIL LAMP

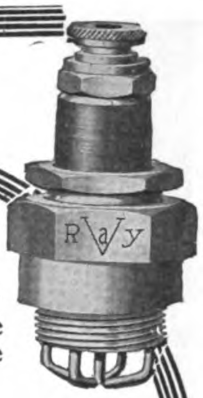
(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made Only by **ROSE MANUFACTURING COMPANY**
933 ARCH STREET, PHILADELPHIA, U. S. A.

Motorcyclists!



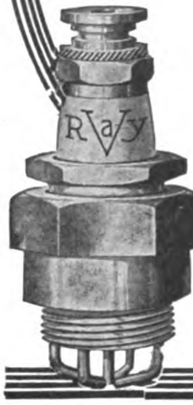
Insist on the Best

Don't be contented with merely a 4-point plug; only V-Rays are genuine. To be sure of more power on less gas use a

V-Ray R a y **Spark Plug**

This Trade Mark Identifies the Genuine V-Ray

Cannot be injured by heat or oil. Guaranteed to "Deliver" all the time.



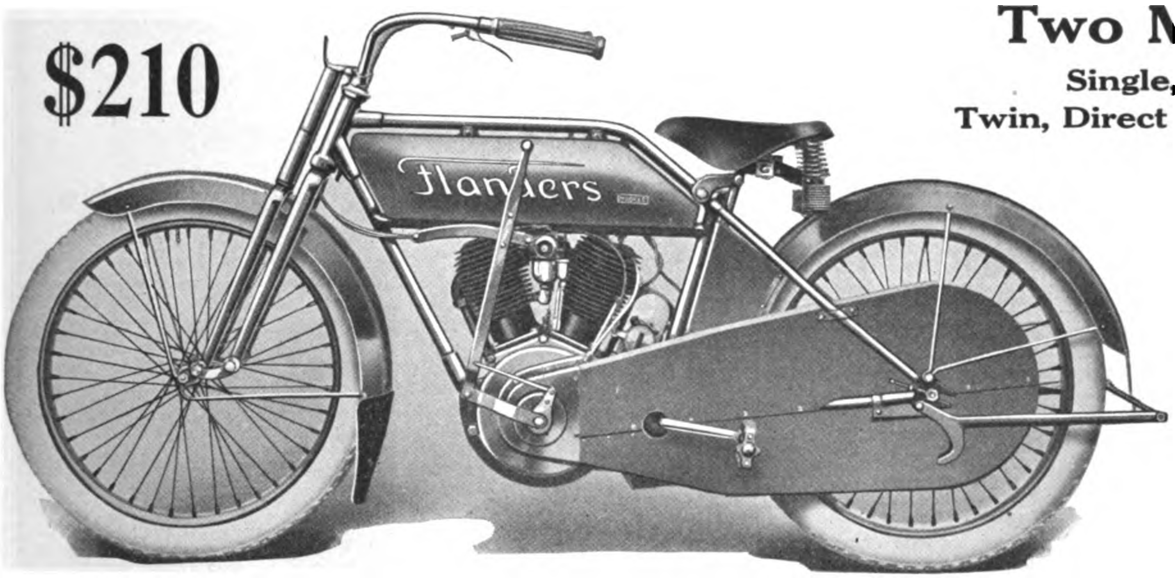
TWO TYPES

Porcelain	"Mika"
$1.00	$1.25

AT
ALL DEALERS
ALL JOBBERS

The V-Ray Co.
MARSHALLTOWN, IOWA

The Packard of Motorcycle Value



THE ONLY DIRECT CHAIN DRIVE WITH THE SMOOTHNESS AND FLEXIBILITY OF A BELT.

Two Models

Single, $165
Twin, Direct Drive, $210

Flanders Motorcycles have the reputation of giving maximum service and satisfaction at low cost. Then why pay more? The 1914 models are truly wonderful values, and are bound to please both customer and dealer. A catalog will explain fully the many new and exclusive features—not freaks—but real meritable, long-life-giving, classy and advanced motorcycle construction features, exclusive on Flanders 1914 models.

Motor Products Company

Jefferson and Brush **Detroit, Michigan**

No More Punctures!

The day is past when punctures and tire troubles were necessary drawbacks to motorcycling.

Punctures, cuts, road wear, premature blowouts and all repairs are eliminated by covering the tires with the thin, easy-riding

Woodworth Treads

Motorcycle Type

Skidding is prevented also, for the steel rivets grip slippery pavements and wet macadam perfectly. You can dodge traffic easier and make better speed with safety.

Woodworth Treads are easily attached without removing the tires. They are drawn snug by strong coil springs on each side. The springs prevent chafing: Woodworth Treads are guaranteed not to injure the tires.

SPECIAL INTRODUCTORY OFFER: ACT TODAY!

With every Tread or pair of Treads ordered on or before June 15th, we will give FREE a Schrader Tire Pressure Gauge, retailing at $1.00. Send cash or money order; you can return the Treads for full refund if on examination they are not found satisfactory.

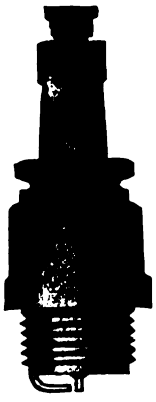
Prices. each: 26 x 2¼ or 2½", $5.75; 26 x 2½ or 2¾", $6.00; 28 x 2½ or 2¾", $7.00; 28 x 2¾ or 3", $7.50; 29 x 2¾ or 3", $7.75; 30 x 2¾ or 3", $8.00. Only half inch clearance needed between tire and fork.

Ask your dealer or write to us.
Booklet free.

DEALERS:

Write for dealer helps, literature, and discounts.

LEATHER TIRE GOODS COMPANY
2311 WHIRLPOOL STREET NIAGARA FALLS, N. Y.
Chicago Tire Goods Co., 1210 Webster Ave.
San Francisco, MacDonald Sales Co., 1233-1235 Van Ness Ave.



RAJAH
MOTORCYCLE PLUG

Made with a short porcelain, to withstand the extra strains of motorcycle use. The firing point is the right length for the best results in present motorcycle construction. Three models—metric, ½-inch and ⅞ x 18. The metric has a special cap to take the Indian connection. A thumb-nut terminal also is furnished with each plug for convenient attachment to machines which have not the Rajah or Indian connection on the spark plug wires. **Price, $1.25 Postpaid.**

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

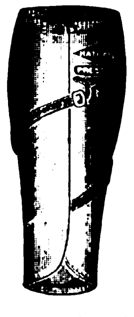
PERSONS
DUPLEX
PAN-DANDY

Be Wise and Specify Persons Pan Dandys on

Your Excelsiors — Thors — Daytons — Popes — Jeffersons — Yales — Hendersons — Merkels — R-S — Pirates — De Luxe — Feilbach and others who equip their machines with THE BEST,

Regardless of Cost

The Persons Manufacturing Co.
Worcester, Mass., U. S. A.



Pat. Applied For

Quick As A Wink

That describes the time taken to put on and take off our newest legging.

NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

Just out—selling fast already.

NATHAN NOVELTY MFG. CO.
88A Reade St., N. Y.

Be Careful—Play Safe!

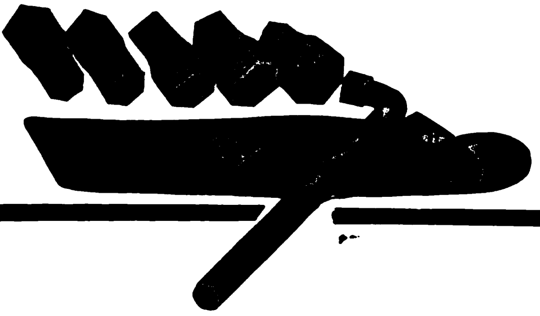
If a nut or bolt is loose in some remote part of your machine, and you shrug your shoulders and ride away without tightening it—you take chances on a spill that may mean a serious injury. Play safe—carry in your tool-bag the only practical life insurance—the

MOSSBERG
SOCKET WRENCH SET

Its five hardened steel sockets with handle can reach the most inaccessible parts of your machine and make adjustments easily and effectively. At your dealer's or direct, $1.20.

Write for our catalog No. 166

FRANK MOSSBERG CO., Attleboro, Mass.



The experienced motorcyclist considers upkeep just as carefully as first cost. He knows!

HERZ PLUG

"BOUGIE MERCEDES"

HERZ
STONE
BOUGIE
MERCEDES

costs a little more at first;
costs a great deal less at last.

And the reasons it costs less and gives greater satisfaction are definite:

1. DOUBLE-STONE INSULATION—No porcelain to crack.
2. PLATINUM ALLOY-ELECTRODE—Does not burn away.
3. SELF-CLEANING—NO CARBON—Never needs to be taken out of motor.
4. FOUR SPARKING POINTS—Ensure a hot spark at any magneto speed.

HERZ PLUG Stands up!

It is absolutely guaranteed to do so for a full year. Usually lasts several times that long.

Packed in neat Metal Box; look for Blue Enameled Stone; your dealer or

HERZ & CO., 245 W. 55th St. (near B'way) New York

MUELLER

Tandem Attachment
for 1914 Indians

It's made for the Indian, by an Indian rider and dealer—and it belongs on every Indian.

That's all we have to say.

L. J. Mueller
6307 Woodland Ave.
Cleveland, O.

MOTT STEEL RIMS

Light, Durable, Powerful, Strong, Resilient

Made in a plant devoted exclusively to the manufacture of steel rims. Efficient mechanics, highest quality of materials and every period of construction watched carefully, combine to make Mott Rims of the very highest satisfaction and efficiency.

All Mott Rims bear the stamp of the Clincher Auto Tire Manufacturers' Ass'n.

REG. U. S. PAT. OFF.

Get our prices on your 1914 requirements.

MOTT WHEEL WORKS - UTICA, N. Y.

H. T. ROBERTS, SALES AGENT
418 Grand Ave., Chicago, Ill.

Electric Light For Motorcycles

BEFORE long practically all the up-to-date motorcycles will be electrically lighted. The "Indian" has set the pace by equipping their 1914 models electrically. Of course, the little electric lamps used are

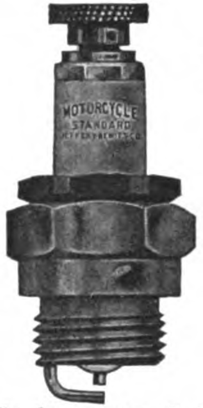
EDISON MAZDA LAMPS

They are the same kind of lamps already included in the initial equipment of over 40 leading automobiles. They are the choice of motorists everywhere, because of their remarkable efficiency and acknowledged reliability and because they sum up 35 years' experience in the manufacture of over 500,000,000 EDISON Lamps.

Sold wherever auto accessories are sold. A profitable side line for motorcycle agents. Write for terms.

EDISON LAMP WORKS
of General Electric Company
General Sales Offices: Harrison, N. J.

Easy Winner



Made of heat-defying, perfectly insulating porcelain—and designed for motorcycles only.

No need any longer to use the inferior mica plug or a makeshift porcelain.

Motorcycle Standard
75c.

JEFFERY-DEWITT CO.
DETROIT, MICH.
REG U S PAT. OFF

The length over all is $2\frac{1}{4}$"—just the right size for the limited dimension available for a spark plug in the motorcycle motor. The porcelain is made in our own potteries. Heat cannot crack it. The bushings are case-hardened. The terminal nut will take ordinary wire, ring or special "Indian" terminal.

Metric size only. Your dealer will supply you—or sent prepaid on receipt of price and size.

JEFFERY-DEWITT
COMPANY,
55 Butler Ave.,
Detroit, Mich.

Official F. A. M.
Motorcycle Suit.

DEALERS SAY—

They're the best line they ever sold. Riders say: They're the best clothes they ever wore. And that is why the

Loewenberg Line of Motorcycle Clothing

has such a large sale. They are made well—fit well—look well. Made in a variety of serviceable materials for all uses and weathers—Norfolk, Double-breasted and F. A. M. styles.

OUR FINE LINE

of automobile dusters, single and double breasted, made of mohair linens and cotton, is complete and ready for delivery.

Catalogue on request. Send for it.

The Loewenberg Company
58 Colden St., Newark, N. J.

THE FLYING MERKEL

MODELS AND PRICES:

Model 440—4 H. P., Belt Drive, Single Cylinder	**$210.00**
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Model 471—7 H. P., Chain Drive, Twin Cylinder	**$225.00**
Model 473—7 H. P., Self-Starting, "Yellow Jacket" Model	**$290.00**

MIAMI CYCLE & MFG. CO.
300 Hanover St., Middletown, O.

EVERY MOTORCYCLE DEALER AND RIDER

Should Have a Copy of the
NEW AND ENTIRELY REVISED EDITION OF THE

Motorcycle Manual and Trade Directory

An invaluable hand-book of Motorcycle information for the rider, dealer, jobber and manufacturer. Complete, accurate, authoritative and up-to-date.

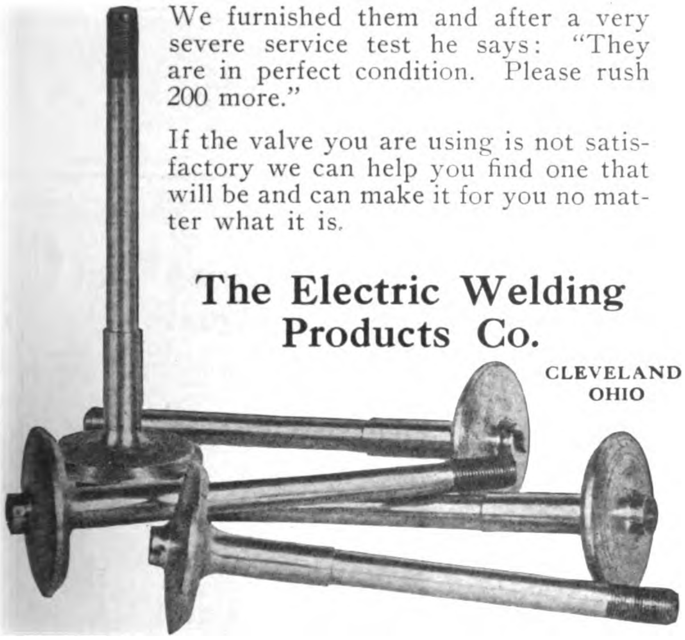
THE PRICE IS 25 CENTS A DOLLAR'S WORTH FOR A QUARTER

Special prices to jobbers and dealers when ordered in lots of ten or more copies

THE MOTORCYCLE MANUAL 51 Chambers Street
New York City

Where One Valve Won't —Another Will

A manufacturer demanded valves for 50 special machines for which his regular valve did not seem adapted.



We furnished them and after a very severe service test he says: "They are in perfect condition. Please rush 200 more."

If the valve you are using is not satisfactory we can help you find one that will be and can make it for you no matter what it is.

The Electric Welding Products Co.

CLEVELAND
OHIO

MOTOR CYCLE CLOTHES

2 IN 1 CYCLE COAT

made by the famous "Duxbak" and "Kamp-it" Hunting Clothes Makers. No extra trousers needed—coat wraps around legs just like trousers.

This 2 in 1 Style Motorcycle Coat is cut very long. Opens up the back so the skirt may be wrapped and buttoned around each leg. Then you put on separate leggins and there you are—thoroughly protected.

Military collar with high band—buttons close around the neck. Adjustable cuffs. 2 large pockets. Inside slash so you can reach under-garments easily. Coat very large and roomy with long sleeves. You can wear it over ordinary clothing. Slips on and off easily. At end of run leaves you well dressed, clean and comfortable.

MOTORCYCLISTS—Send for This Free Book

If you intend to do any riding this summer. Suitable and comfortable clothing is essential if you would fully enjoy your Motorcycle Trips. Fully illustrated pieces of actual materials of our Cycle Clothing. Some proofed with "Cravenette"—the best of all water repellent proofs—same as used on our "Duxbak" Sportsman's Clothing. Valuable pointers in this book—write now. Your copy ready for instant mailing, when you write. FREE.

BIRD JONES & KENYON 14 Hickory Street, Utica, New York

Dealers! Complete trade price list and samples sent responsible dealers. Profitable line to handle. Gives universal satisfaction.

WEED ANTI-SKID CHAINS
insure safety to
Motorcyclists
Prevent skidding and Slipping

Maximum Traction
Easy Steering and Perfect Safety

Mud, sand, slippery pavements, ice and snow will not spoil your sport if you always carry

Weed Anti-Skid Motorcycle Chains

NECESSARY FOR THE MOTORCYCLE—AS THEY ARE NECESSARY FOR THE AUTOMOBILE

Weed Anti-Skid Motor Cycle Chains

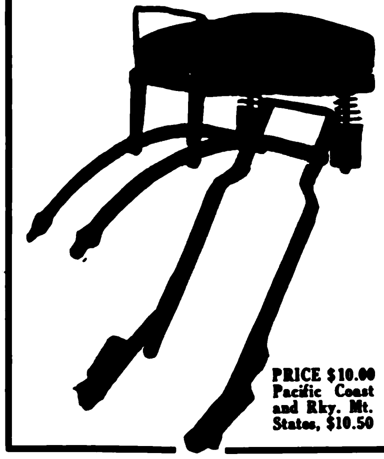
Just as perfect in principle, construction and workmanship as WEED CHAINS for automobiles. Make motorcycling absolutely safe—sixty miles an hour with perfect safety.

The continuous "creeping" prevents injury to the tires and keeps them clean, thus minimizing the chances of punctures. Extreme lasting qualities.

Easily carried as the small bundles they make in their canvas bags take so little room that they could be carried in your pocket, when not in use, without inconvenience.

Order them from your dealer or write for particulars.

WEED CHAIN TIRE GRIP COMPANY
28 Moore Street New York



800 DEALERS

are now selling the F-N Line of **MOTORCYCLE ACCESSORIES.** Why? Because they are easily sold and give the dealer a good profit. Order of your nearest Jobber or Direct. Your card or letter head will bring you our catalogue and dealer's prices.

PRICE $10.00
Pacific Coast and Rky. Mt. States, $10.50

FENTRESS-NEWTON MFG. CO.
253-255 Lafayette Blvd., Detroit, Mich.

"MASCO"

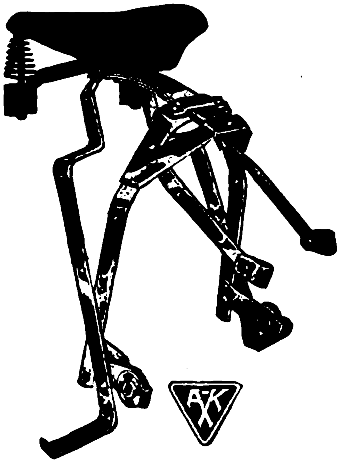
Tires and equipment are known the length and breadth of the United States for their high quality, low price and absolute guarantee.

Everything for the Motorcycle.

We also maintain one of the largest exclusive motorcycle repair shops in the country and our catalog A will give you our prices on reboring cylinders, reenameling machines, etc.

Write for it today. A postal card will save you money on your next order.

MOTORCYCLE ACCESSORIES CO.
St. Paul, Minn.

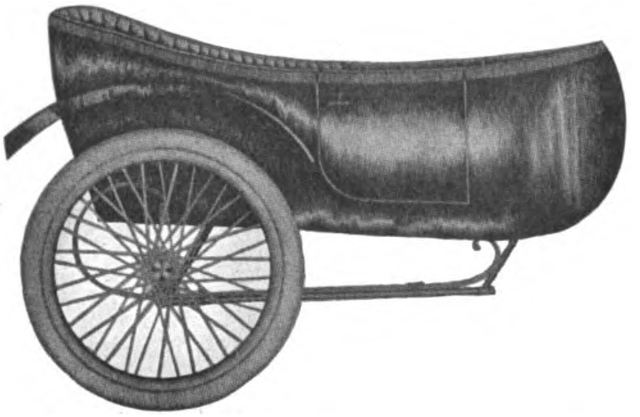


TWO LEADERS OF THE FAMOUS

LINE OF MOTORCYCLE ACCESSORIES
FOR SALE AT ALL MOTORCYCLE STORES
DEALERS—SEND FOR OUR PROPOSITION

ANGSTEN-KOCH COMPANY
217-B Englewood Ave.
CHICAGO

NEW MECHANICAL HORN
PRICE $5.00.



A Thunderbolt in the Sidecar Field

Here is the latest achievement in sidecar construction—the masterpiece of the

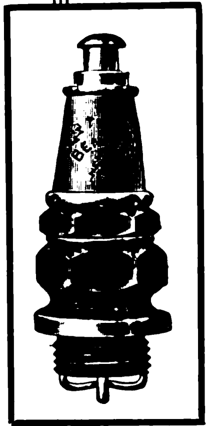
Baxter

line of pleasure vehicles. Its appearance and the Baxter reputation is all the praise it needs. The price is

$65!

Dealers—Write for full particulars. Immediate delivery.

BAXTER SIDECAR COMPANY
90 FREEPORT STREET DORCHESTER, MASS.



Trips Like Baker's Bring Out True Spark-plug Quality

All the miscellaneous "boosting" in the world cannot influence a rider's buying judgment as strongly as will **ACTUAL PERFORMANCE.** And it is on this basis alone that we are selling the

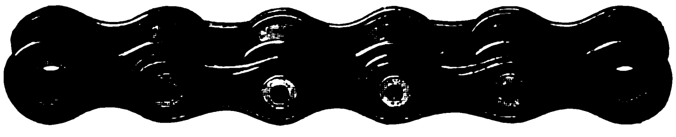
BENTON

The Case-Hardened

PLUG

Baker's phenomenal trip from coast to coast covered ALL road conditions—weather conditions—all temperatures—all altitudes. The trip proves conclusively the merit of every part in the Indian. It proves that the **BENTON** is the **one** spark plug that is built for **every** condition. **You can** get the same spark plug service as did Baker if you specify Benton. Write for details.

L. F. Benton Company
Vergennes, Vt.



Duckworth Chains Are Always Making Good

While Baker's performance is a remarkable one from every standpoint, the motorcycle calendar is so thickly dotted with victories in which Duckworth chains play a prominent part that this latest and greatest Duckworth triumph is but an added link in the evergrowing chain of Duckworth quality-proofs.

Write for our illustrated booklet.

Duckworth Chain & Mfg. Company, Springfield, Mass.

NEAT—LIGHT—ADJUSTABLE

"SURE-FOOTERS"

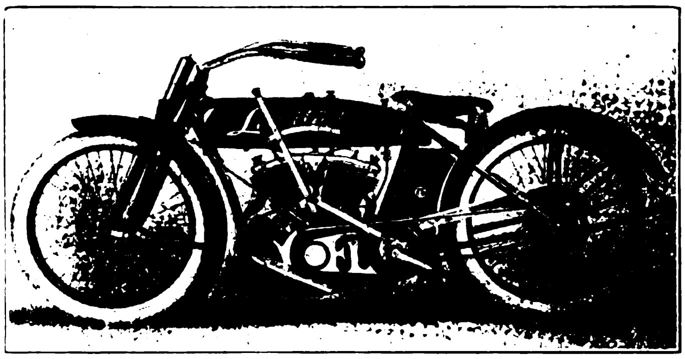
70c. Postpaid

Don't have your feet jostled about on the footboards. Attach a pair of "Sure-Footers" and keep them in place. Attached and adjusted to any part of foot boards in less than a moment's time. Will fit Indian and Harley - Davidson machines.

I. C. MFR. Barnesville OHIO

"Limited" Motorcycles

BUILT TO ENDURE

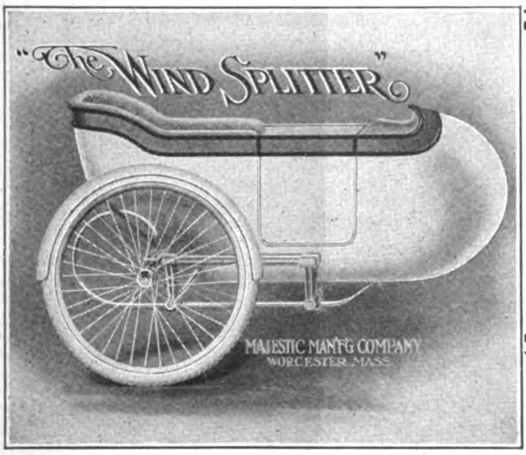


10 H. P. Motor.
Foot boards with controls.
Two Speed, planetary type, doing away with stripping of gears.
Mechanical foot starter.
Many other exclusive features.

FEILBACH MOTOR CO.
25 Fox Street **Milwaukee, Wis.**

MAJESTIC SIDE-CARS

"Don't Forget the Girl"



HONESTY OF PURPOSE

Backed by
Experience, Equipment and Capital Insure Our Patrons the Utmost Service, Durability and Quality
Write for Booklet

Majestic Manufacturing Co.
WORCESTER, MASS.

GUARANTEED SUPPLIES

For 10 years we have issued the leading catalog. Prices are lower than you are used to paying. We prepay all charges. On Motor parts we save you one-half. Write today.

Motorcycle Equipment Co., Hammondsport, N. Y.
Pac. Coast Branch, 3664 So. Main St.,
Los Angeles, Cal.

Flexible Metal Hose or Tubing

For carbureter piping, motor exhaust pipe, gasoline hose, wire covering radiator connections, steam, etc. State for what purpose intended, pressure, inside diameter, length, etc.

FLEXIBLE SHAFT CASING, for protecting speedometer shafting and Flexible Electric Arms, placing electric light where needed. Mention inside size, length, and other details.

4 IN 1 TANK VALVE, an emergency tank, strainer, drain cock, sediment cup, and shut off in 1.

POSITIVE AND AUTOMATIC CARBURETERS for **ALL** classes of engines. Give the motor size, speed, connection plan, etc.

FUEL STRAINERS AND CHECK VALVES, from $1.00 up. State size wanted.

TIRE INFLATING HOSE, basket woven, steel-armored outside, rubber tubing inside. Guaranteed against 200 lbs.

MOTOR GAS LAMP CONNECTORS, with rubber tips; any style, finish and size.

Breeze Carbureter Co. - - **Newark, N. J.**

An Efficient Touring Guide

More than three hundred and fifty motorcycle tours, covering every tourable state in the Union, are illustrated by clear, readable maps and described with striking illustrations in

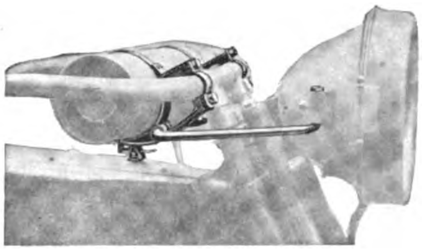
Motorcycle Tours in the U. S.

Points of interest are mentioned and the best available roads are indicated.

PRICE, 15c. POSTPAID.

MOTORCYCLE ILLUSTRATED, 51 Chambers St., N. Y.

Combination Tank and Lamp Brackets



XLCR - -	$2.50
Harley - -	$2.25
Thor - -	$2.25

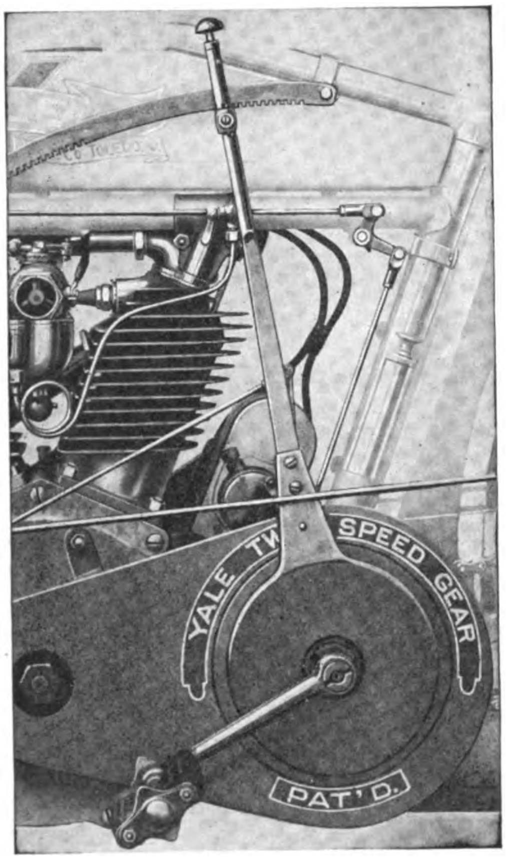
WRITE TODAY

We Have An Interesting Proposition For Dealers

W. F. CLARK MFG. CO.

3551 West 23rd Street CHICAGO

TWO-SPEED GEARS FOR INDIANS AND EXCELSIORS



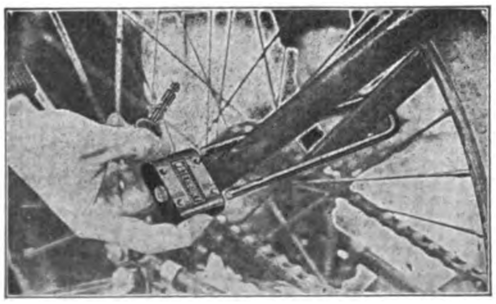
INDIANS and Excelsiors, 1912 or 1913 models, can now be fitted with the patented Yale planetary two-speed gear. It brings them up to date and gives a wonderful increase in the all-round ability of the machine. Same transmission as used on the new Two-Speed Yale.

Have the Yale dealer fit this transmission to your machine.

The CONSOLIDATED MFG. CO., Toledo, O.

WATERBURY Motorcycle Lock

Waterbury Hardware Co.



414 Broadway N. Y.

Powerful, indestructible, cannot be picked or broken, made of solid brass and steel. Removable steel shackle. An effective preventive of theft or unauthorized use. At your dealer's or sent direct, prepaid, for 75c.

A Motorcyclist's Opinion

St. Louis, Mo., Feb. 2, 1914.
I have just put TRINITY CHIMES on my two-speed Twin Excelsior. It sure is the best whistle I have ever used and I have tried them all. From now on I'm a booster for TRINITY CHIMES.
Otto W. Koch,
2023 E. Grand Ave.

TRINITY CHIMES

TRINITY CHIMES

Is a four tone exhaust horn attached in a minute to any make of motorcycle with foot or handle-bar control.

Warns without giving offence

The four tubes are blown as one, each with a different tune, but blending in a perfect chord. Sounds equally clear on high or low speed.

Try one on your Motorcycle, and if you don't find it is all we claim your money will be refunded. "TRINITY CHIMES" fit all makes of Motorcycles, including 1914 HARLEY-DAVIDSON. Ask your dealer. If he cannot supply you write us for prices and illustrated booklet.

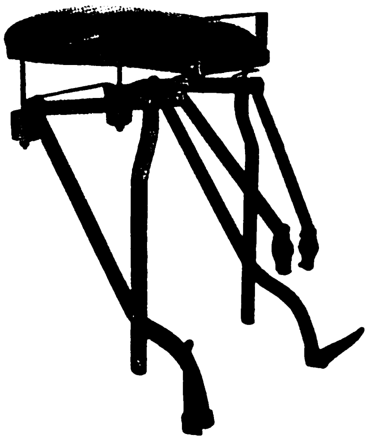
THE COMING MFG. CO.

Railway Exchange

Chicago, Ill. U. S. A.

$10.00 for the tandem with cushion, folding foot rests, handle bar and the saddle shape top; strong, durable and full of spring support. The rocky roads will look like boulevards when your machine is equipped with our No. 140 tandem.

One agent wanted in every county. Write us at once for further information.



Wald Manufacturing Co.

Martin Ave. & N. 18th St.
Sheboygan, Wis.

The Lamp that Makes Daylight Last Longer

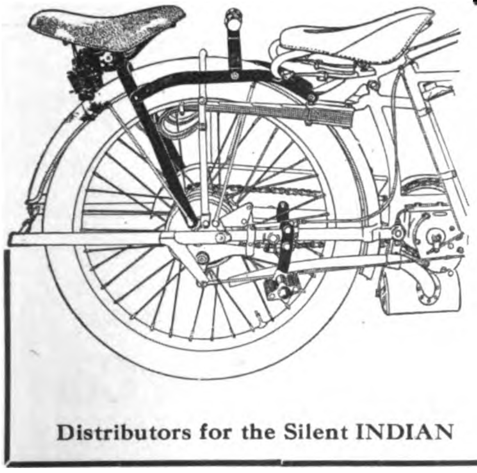
B & L Motorcycle Lamps are constructed on a wonderful principle, a principle that assures better lighting service to every B & L equipped rider. The double diffusion and concentration principle assures a double flow of light, one direct and the other diffused.

B & L LAMPS

Their sturdy, compact, enduring construction has long made B & L Automobile Lamps the prime favorite among motor car owners. This success will undoubtedly be repeated in the motorcycle field.

JOBBERS SHOULD WRITE FOR PARTICULARS AND CUTS

B & L AUTO LAMP CO., 507-509 W. 35th St., New York



THE BU-CO TANDEM IS PRACTICAL!

There is nothing experimental about the Bu-Co Tandem. It is the only practical tandem attachment built for 1914 Indians. Low saddle position, neatness of construction, rubber hand grip and rubber pedals, and remarkable durability—these are some of the features of the Bu-Co Tandem.

THE BU-CO ELECTRIC LIGHT.

Here is a neat, compact and altogether sensible light for the rider who wants a normal, up-to-date electric light and NOT an expensive searchlight outfit that eats up all his spare change. The price of the BU-CO Electric Light is $7.

THE BUREM PLATE NO. 10,

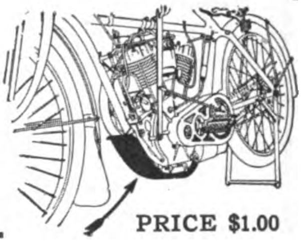
or crank-case protector, protects the motor base, exhaust pipes and pet cocks from injury on rough or rocky roads. For all loop frame motorcycles. Furnished any color to match machines.

Dealers, Write for Catalog of our Specialties.

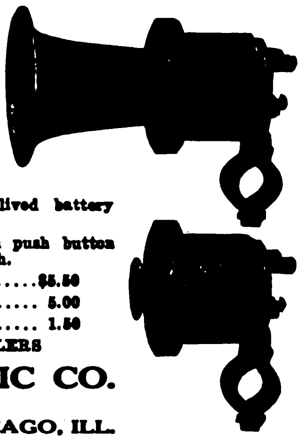
The HERMAN BUMILLER CO.

(Successors to The Bumiller Remelin Co.)

Distributors for the Silent INDIAN No. 432 Main Street Cincinnati, Ohio



PRICE $1.00



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Motorcycle Horns

LOUD—STRONG—SIMPLE

THOUSANDS IN USE

First ELECTRIC HORNS especially designed for motorcycle work.

No. 30 Case and Special No. 3 long-lived battery recommended.

Furnished in two models complete with push button and cord. Nickel or black enamel finish.

No. 25 Motorcycle Horn..................$5.50
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Makers

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It contains 84 pages of standard goods. Tires, Tools, Lamps, Spare Parts, Horns, etc. Also a full line of motorcycle clothing. Most complete accessory catalog ever issued.

This book contains everything that the motorcyclist needs and is fully indexed so you can find what you want in a hurry.

Ask for our list of used machines. There are some real bargains here for quick purchasers.

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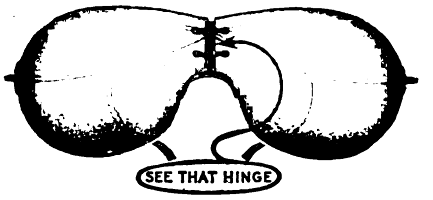

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WITHOUT rims, **hinged at the center**, neat and inconspicuous; conforms to the contour of the face, excludes wind as well as dust, and at the same time affords **absolutely unobstructed vision.** Temples covered with composition of silk and cotton makes them easy on the ears. Lenses either amber color or white.

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"Shocks and Bumps Don't Bother Me"

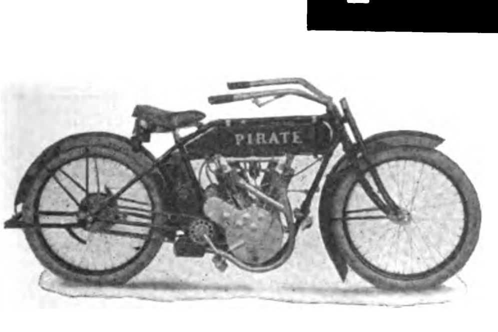
"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave. Toledo, O.

PIRATE



A Motorcycle That Makes Its Strongest Appeal Because of Its Absolute Simplicity

The Dealer finds the Pirate easy to sell—not only because of its many quality features—but because the novice can, with but a few minutes' instruction, understand *every* detail of its operation! Add to this its triple motor lubrication, its special valve lifting mechanism, its "Ayride" seat post, its three points of motor suspension, its interchangeable loop type frame, and a host of other "talking" points, and the Pirate dealer will understand *why* his stock *always* moves.

Write for our catalog and detailed selling proposition.

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YOUR MOTORCYCLE EQUIPMENT IS NOT COMPLETE

without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautifully toned chime horn by simply pressing your foot on a foot pedal.

START THE SEASON RIGHT

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Foot or Hand control.
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Three tones of the chime in one tube.
Solid malleable iron valve or steel bolt-on valve.
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in actual transmission efficiency and economy they are absolutely unequalled by those belts or in fact by any form of transmission.

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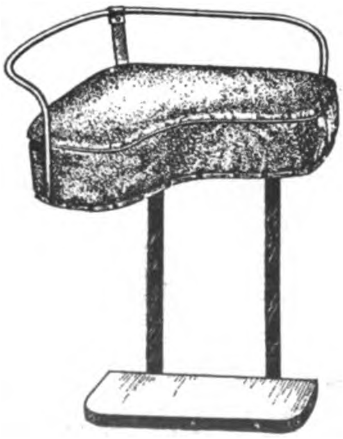
Capacity 8,000,000 feet per year



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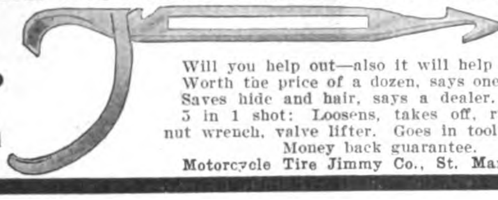

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Money back guarantee.

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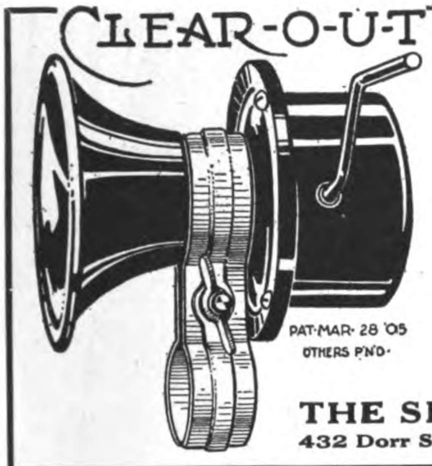

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No Batteries or Wiring required

RETAILS AT

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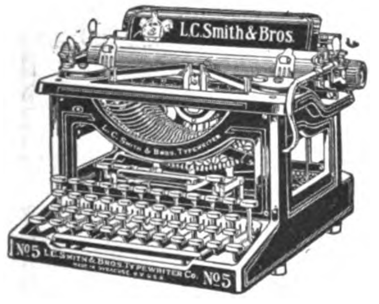

Typewriter insurance is the difference between the cost of an L. C. Smith & Bros. typewriter and a cheaper machine. It's inexpensive insurance, no matter what the amount.

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It's the machine of most perfect mechanical construction and therefore highest efficiency. Ball bearing type-bars, ball bearing carriage and ball bearing capital shift—this is the explanation.

Write for free book.

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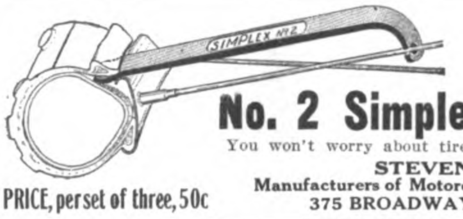

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You won't worry about tire troubles on your next run.

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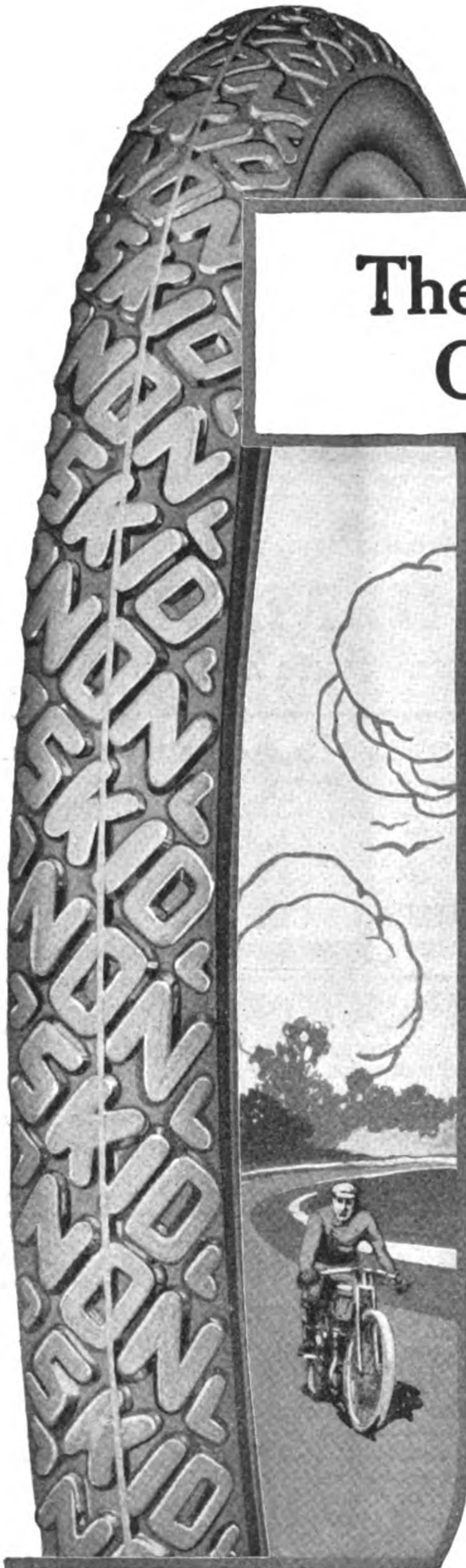

USE Firestone Cycle Tires to realize the highest degree of safety and pleasure.

Demand them for security in the quick dash or endurance in the long, steady grind.

The Firestone rubber is specially treated for these tires and there is more of it than in any other cycle tire made.

And Firestone fabric—of the best Sea Island Cotton—is specially woven to prevent tread-separation and insure long life.

Firestone Cycle Tires Take the "y" out of Weary, and leave only Wear.

The wear that means greatest mileage with comfort, economy and freedom from repairs.

Firestone Cycle Tires are safe and sure on the rim. Changes can be easily and quickly made.

Tread comes in two styles—Corrugated and regular Firestone Non-Skid. Four sizes—28 x 2½ and the oversize, 29 x 2¾, also 28 x 2¾ and 28 x 3.

Specify them for your new mount or get them for the old from any leading dealer.

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Pneumatic Tires, Truck Tires, Pleasure Electric Tires, Carriage Tires, Cycle Tires, Fire Apparatus Tires, Rims, Tire Accessories, etc.

Firestone
Cycle Tires

THE COVENTRY
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"The Coventry"

The Millennium of Chain Construction

An unbreakable motorcycle chain! "Impossible!"—you say? Well, we announce just such a chain in our new type 26-H. We do not mean to say that this type of "The Coventry" Chain cannot be broken—but we DO claim that with ordinary care in usage "The Coventry" Type 26-H will not break—will run more smoothly, and will be less liable to elongation than any chain ever built! A strong statement—but we can prove it!

"The Coventry" Chain

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A new design of roller is employed in this new chain—a roller that has been proven to have a remarkable molecular tensile strength. Our type 26-H has a tensile strength of 3600 lbs. to the foot. We recommend this type for every motorcycle. It is light enough for singles—it is amply strong for the big twins.

"The Coventry" Chain is regular equipment on 1914 Excelsiors, and, beginning with its victory in the Savannah Grand Prize Race last January, has consistently proven its fitness to be used on all Excelsior Motorcycles.

A large stock of all sizes of motorcycle chains and parts at New York permits of immediate deliveries.

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We have some very valuable information regarding the design of teeth for sprockets. Blue prints and full specifications will be sent to manufacturers upon request.

Get Your Copy

If you have not already received our booklet, "The Care and Lubrication of Chains," get it today. It gives valuable instruction on the proper care, repair and lubrication of motorcycle chains. Write us today, also ask for a copy of our handsome catalog.

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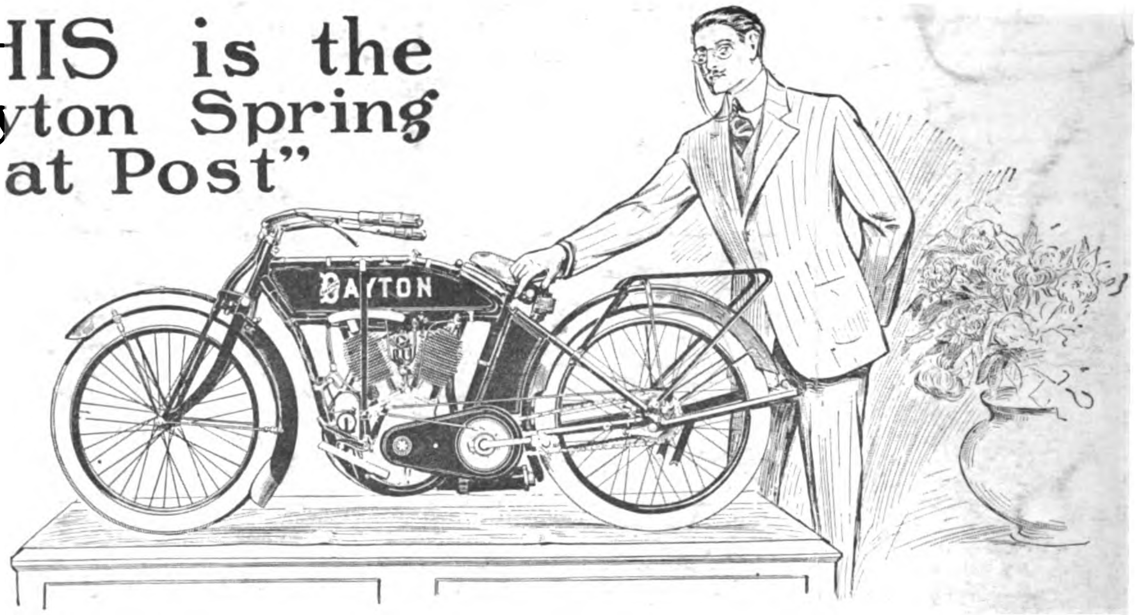
U. S. Agents for B. & B. Carbureters, Bluemel Celluloid Pumps and XL-ALL Saddles.

"The Coventry"

"THIS is the Dayton Spring Seat Post"



This famous spring seat post construction makes motorcycle riding a *Pleasure*

Every Dayton motorcycle has this famous spring seat post construction. All of the incessant jolts, jars and bumps that usually occur at the back end of a motorcycle are absent in the Dayton. This Dayton spring seat post, combined with the famous Dayton Rocker Spring Fork, has made the Dayton one of the most comfortable, easy riding motorcycles you can own.

Before making your choice of a motorcycle to ride or represent as an active dealer, see the Dayton. Study these famous construction features, the Dayton Spring Seat Post, the Dayton Rocker Spring Fork and the Davis Band Brake. These have all been built especially for and are exclusive with the big, red, husky Dayton.

Every Dayton Dealer can conscientiously say:

"I can personally recommend to you the famous Dayton Spring Seat Post as the safest, easiest-riding seat post construction built on any motorcycle. It will absolutely eliminate the jarring, jolting and bumping that are so often present at the rear of a motorcycle. It will increase your motorcycle pleasure. Combined with the Dayton Rocker Spring Fork, it will give you almost jarless, joltless, rackless riding.

DEALERS—Wire or write special delivery today for the complete Dayton Agency offer.

DAYTON MOTORCYCLES

"RIDE RIGHT"

are built of the very best materials. More money is spent in the Davis factory building a Dayton motorcycle for you than is spent by other motorcycle manufacturers in building one of their machines. For this extra care and expense you receive better motorcycle value. In return you pay a slightly increased price. However, aren't you willing to invest a few dollars more for much greater value?

DAYTON 1914 PRICES

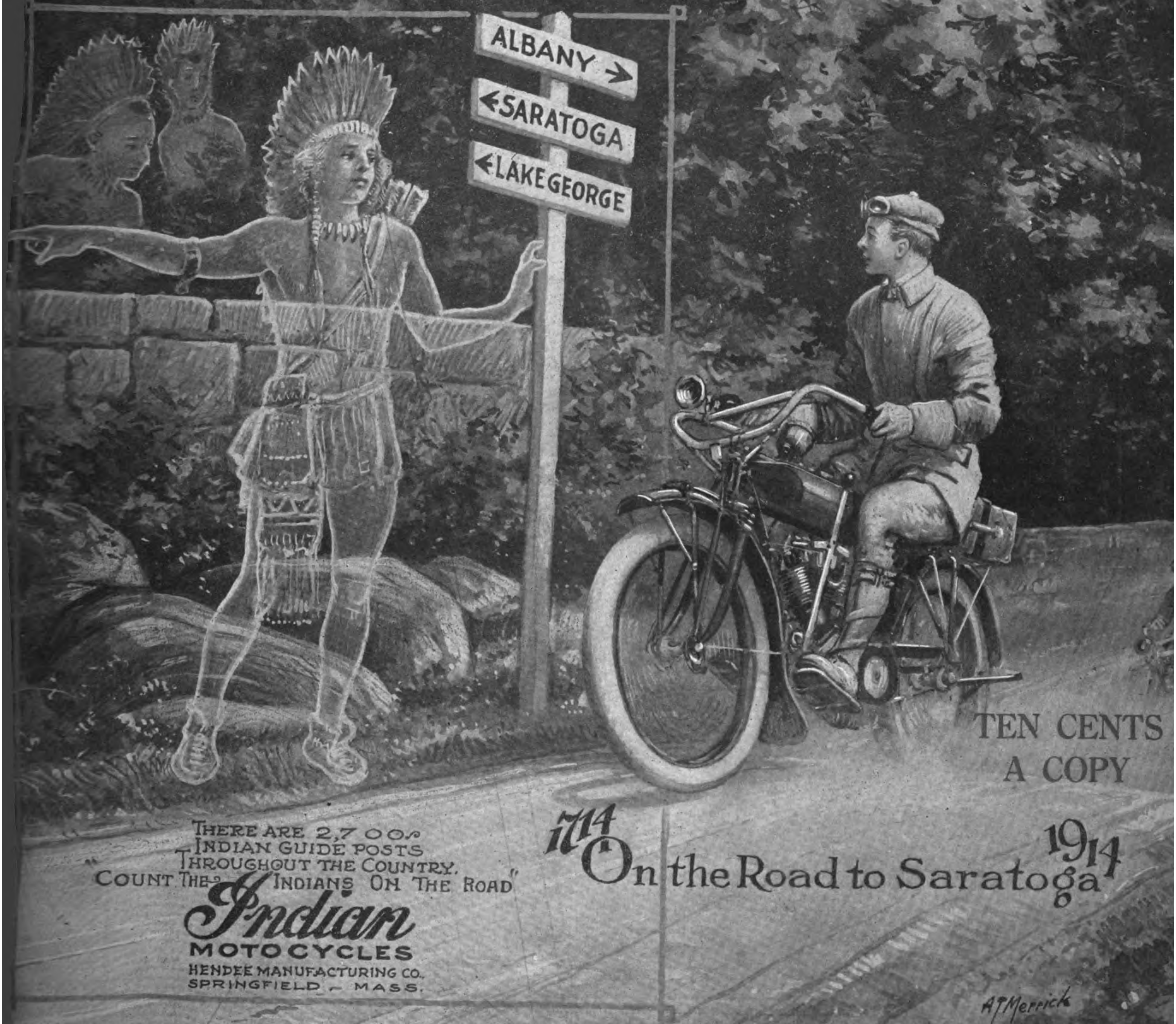
7 H. P. Single Speed	$265
9 H. P. Single Speed	$275
7 H. P. Two Speed	$290
9 H. P. Two Speed	$300

Davis Sewing Machine Company, DEPT. B Dayton, Ohio

Established 51 Years Ago.

MOTORCYCLE ILLUSTRATED

Published Every Other Thursday by the Motorcycle Publishing Co.
51 Chambers Street, New York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TEN CENTS
A COPY

THURSDAY, JUNE 25
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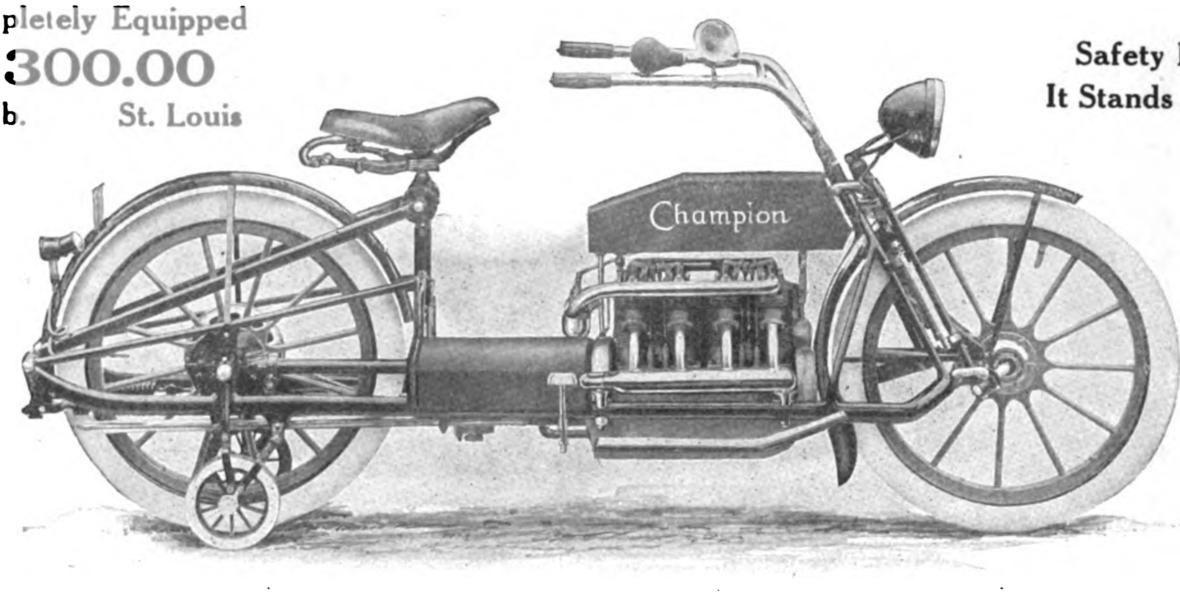
Be Up to the Minute and Ride a Champion

"THE THOROUGHBRED SADDLER"

Completely Equipped
$300.00
f. o. b. St. Louis

Safety First
It Stands Alone



Here's absolutely the last word in motorcycles—a car anybody can ride—a car with more new features than all other motorcycles combined. It doesn't cost any more than the old style motorcycles.

The Champion Motorcycle stands alone. The rubber-tired Idler Wheels on the rear axle permit you to mount it when standing still, or you can come to a dead stop or ride slowly in a crowd without putting your feet to the ground.

A slight pressure of the foot on a small lever raises or lowers the Idler Wheels. Even if you know nothing about riding a bicycle or motorcycle this wonderful new feature will enable you to ride the Champion after a few moments' instruction.

Note the underslung frame of the Champion and the even distribution of weight. The whole car is more flexible and more comfortable than any other two-wheeled motor vehicle in existence.

Note how accessible the seat is and the absence of tubing between the seat and handle bars. This is the motorcycle your lady friends can ride.

Note the absence of pedals. You never have to put your feet on the ground until you are ready to dismount. You can ride with your legs crossed if you wish.

Note the absence of chains and belts. The Champion is a shaft-driven car. There is nothing about it to splash mud and grease on your clothing.

The front wheel turns on a semi-circular pivot. This means that the Champion runs on an even keel, even when turning the sharpest corners.

In the Champion you get a four-cylinder engine that will never give you any trouble. It is an air-cooled engine of 11 H. P.—an engine that has been thoroughly tested and tried under all conditions. It is fool-proof in the truest sense.

The Champion is completely equipped, including tools and electric head and tail lights. There is nothing more to buy.

The Champion is a car with a 65-inch wheel base—much longer than most motorcycles. It is more comfortable when riding over rough roads.

And finally, you get more real joy out of the Champion than from any other means of transportation. It is truly "The Thoroughbred Saddler of Today."

Price, $300.00 Completely Equipped f. o. b. St. Louis

SPECIFICATIONS

Motor—Four-Cylinder, Four-Cycle, 2 11-16 bore by 3-inch stroke, 11 H. P., cylinders cast separately. The CHAMPION motor is the product of many years' study and experiment and manufactured in our factory. Put the motor to the severest test and prove to yourself that it will cool perfectly under any conditions. Three main bearings 1 7-32 inch, Connecting rod bearings 1 3-16 inch.

Carburetor—The well-known "SCHEBLER" Carburetor needs no introduction. It is always "on the job."

Magneto—Splitdorf high tension, which provides a most intense spark, extremely simple and thoroughly reliable.

Control—Throttle and spark controlled from handle bars with friction safety.

Starter — Patented mechanical, making starting from seat very simple. No pedals on the Champion.

Transmission—Two speeds forward, direct bevel gear drive which does away with the troublesome chains and belts with their consequent dirt and oil-throwing faults. Gears are heat-treated throughout.

Clutch—Cone type, faced with Thermoid, engages steel surface, designed to grip positively and smoothly.

Universal Joint.—Special design, amply large for 15 H. P. motor.

Wheels — Artillery type, selected second-growth hickory, twelve ¾-inch spokes.

Tires—28 x 3 inch, safety tread.

Brake—Large internal expanding. Thermoid lined.

Frame—Round steel tubing, drawn over two sections of double D shape tubing, making the lightest and strongest truss obtainable, drop-forged steel brackets, no obstructive tubing between seat and Handle Bars.

Seat—Special designed, Cantilever Spring, leather covered.

Tanks—One large tank divided for three gallons Gasoline and two quarts lubricating oil.

Wheel Base—65 inches, insures easy riding.

Lamps, Electric — Seven-inch bullet-shape head light, 1½-inch special number illuminating tail light.

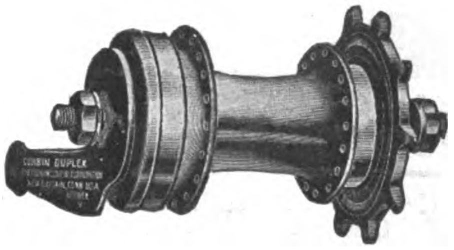
Live Agents Wanted

Our sales organization is being rapidly perfected. There are some good territories left. If you are in position to represent us adequately in your city and vicinity and can approach the better class of men write us at once.

The Champion is made in one of the largest and most complete factories in the world. Our capacity is 150 complete cars per day.

Whether you are interested in motorcycles as a rider or as a prospective sales representative it will pay you to write us at once.

Champion Motor Car Co. - St. Louis, U. S. A.



During their fourteen years of service

CORBIN

Duplex
Coaster Brakes

have been developed to the highest point of perfection.

Corbin Brakes are compact in form, handsome in outline, simple in design, instantaneous in action, positive in movement, powerful in use, and durable in service.

There is no more efficient brake control made.

Complete ball bearings throughout minimize friction, reduce wear, and insure smooth, easy running.

All mechanism protected in rear hub from dirt, dust, rust and injury. Feet at rest while coasting—Corbin Coaster Brakes conserve the rider's strength and increase the comfort and pleasure of bicycling.

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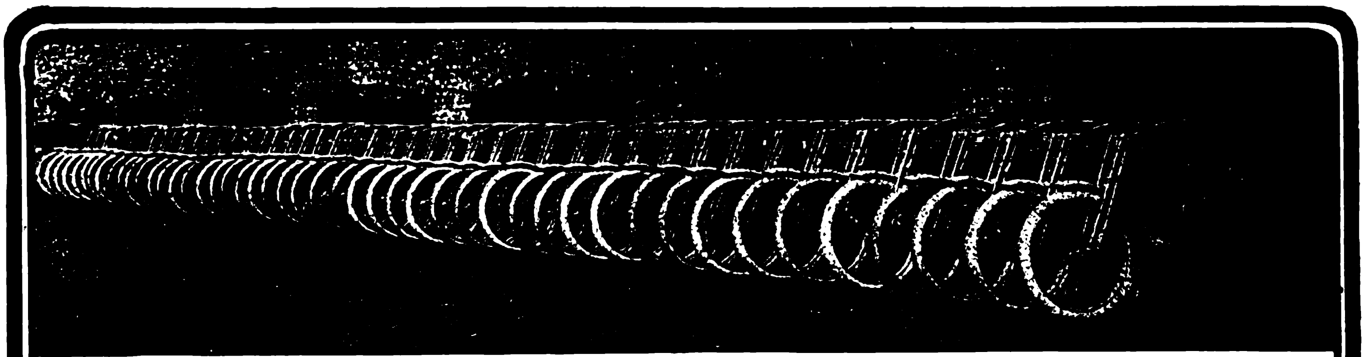
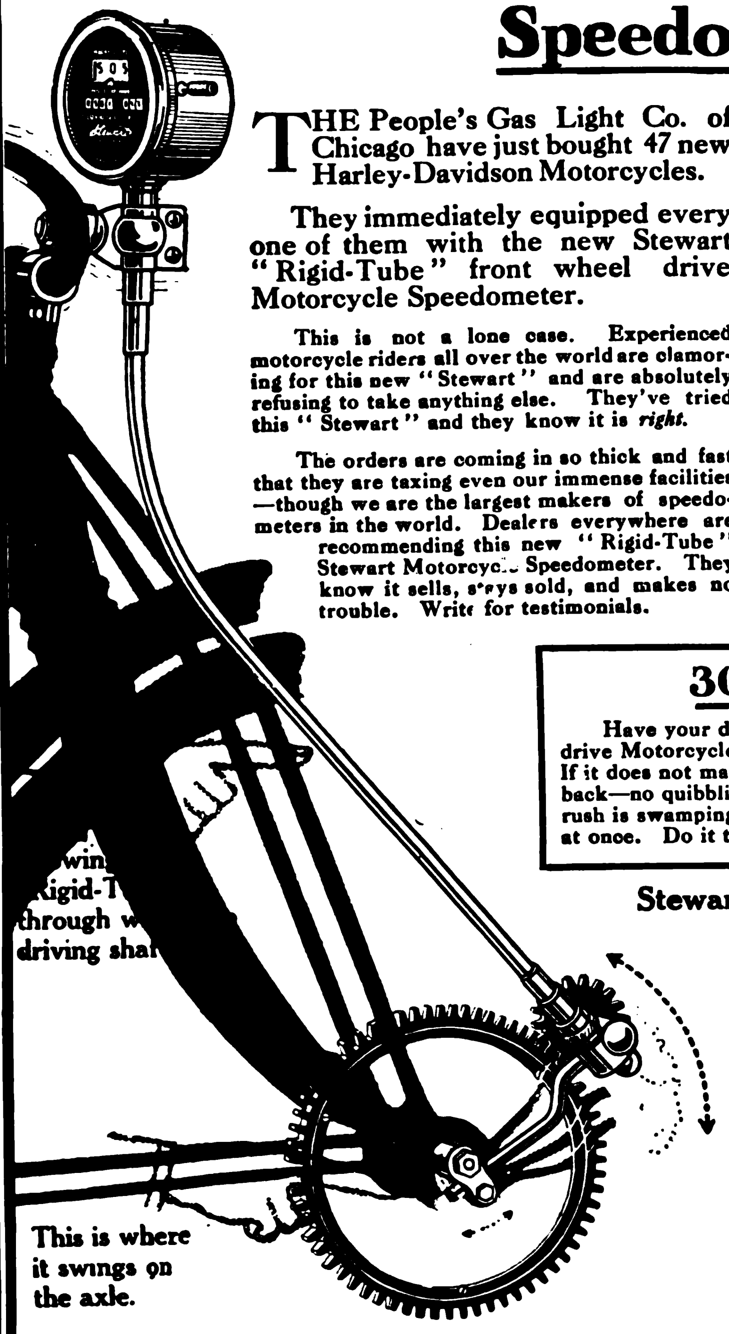
THE CORBIN-SCREW CORPORATION
THE AMERICAN HARDWARE CORPORATION, Successors
NEW BRITAIN, CONN.

Branches: **New York** **Chicago** **Philadelphia**



47 Harley-Davidsons Equipped with the New Stewart Motorcycle Speedometers



win
igid-T
hrough w
driving sha
This is where it swings on the axle.

THE People's Gas Light Co. of Chicago have just bought 47 new Harley-Davidson Motorcycles.

They immediately equipped every one of them with the new Stewart "Rigid-Tube" front wheel drive Motorcycle Speedometer.

This is not a lone case. Experienced motorcycle riders all over the world are clamoring for this new "Stewart" and are absolutely refusing to take anything else. They've tried this "Stewart" and they know it is *right*.

The orders are coming in so thick and fast that they are taxing even our immense facilities—though we are the largest makers of speedometers in the world. Dealers everywhere are recommending this new "Rigid-Tube" Stewart Motorcycle Speedometer. They know it sells, stays sold, and makes no trouble. Write for testimonials.

Read How It's Made

The shaft drives inside of a *rigid tube*. You can't bend it—you can't whip it—jars and jolts can't affect it. The rigid tube firmly supports the bracket which holds the angle joint and fibre pinion. This bracket swings free on a swivel on the front wheel axle. Therefore, the pinion is free to *ride* the sprocket, and simply moves up and down *on* the sprocket with each up-and-down movement of the road wheel. All jolts and jerks are taken up, absolutely without injury, by the swiveling bracket.

The instrument itself is our famous "Magnetic Type." It indicates *all* speeds (even fractions of a mile) from 0 to 80 miles per hour. Season odometer registers 10,000 miles and repeats; trip odometer registers 100 miles, and repeats—and can be reset, any time, to any mile *or tenth of a mile*, or back to 0. Price—lower than a Magnetic Type Speedometer has ever sold for before—$12.

30 Days Free Trial

Have your dealer attach a Stewart "Rigid-Tube" front wheel drive Motorcycle Speedometer *now*. Watch it and test it 30 days. If it does not make good you can return it and get your money back—no quibbling and no questions asked. Don't wait. The rush is swamping us *now*, and you may get left if you don't order at once. Do it today.

Stewart-Warner Speedometer Corporation
Executive Offices: 1972 Diversey Blvd. Chicago
Factories: Chicago and Beloit, Wisc.
17 Branches. Service Stations in all cities and large towns.

$12

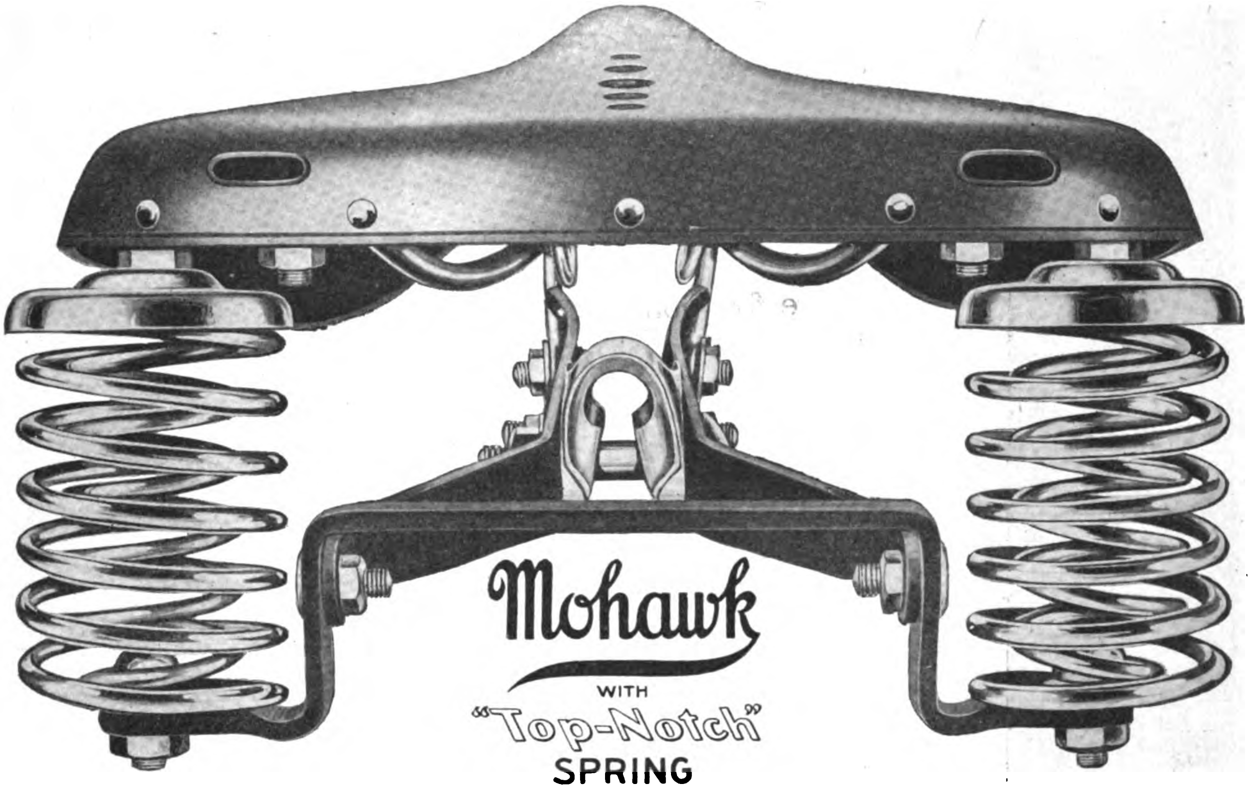
Complete and fully guaranteed

COMFORT!!!

All Riders Depend Upon Their Saddle for Comfort

The Reading Saddle and "Top-Notch" Spring

Affords the Rider COMFORT Under Every Known Riding Condition



A correct form, easy riding, heavy leather, extra large size seat—COMFORT. Construction allows low riding position—COMFORT.

The "Top-Notch" spring eliminates all jars and shocks on the rebound of the saddle—COMFORT.

The wide clearance between the truss and seat makes it impossible for the rider to strike the truss, no matter how heavy the rider nor how great the shock—COMFORT.

Built for easy riding on rough roads—COMFORT.

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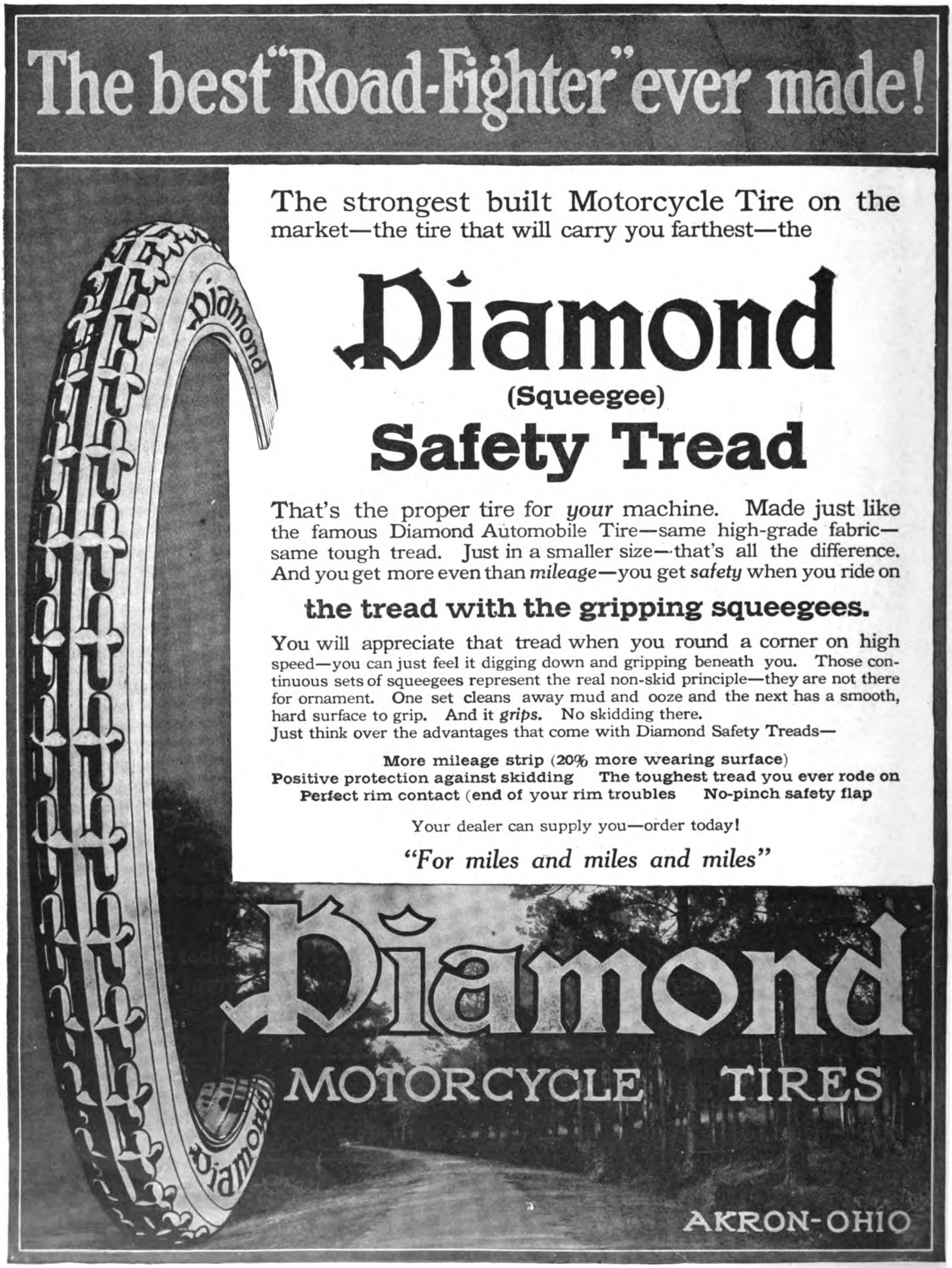
Already Proven:— The Best By Test

The Reading Saddle and Manufacturing Co.

READING, PENNA., U. S. A.



The best "Road-Fighter" ever made!

The strongest built Motorcycle Tire on the market—the tire that will carry you farthest—the

Diamond
(Squeegee)
Safety Tread

That's the proper tire for *your* machine. Made just like the famous Diamond Automobile Tire—same high-grade fabric—same tough tread. Just in a smaller size—that's all the difference. And you get more even than *mileage*—you get *safety* when you ride on

the tread with the gripping squeegees.

You will appreciate that tread when you round a corner on high speed—you can just feel it digging down and gripping beneath you. Those continuous sets of squeegees represent the real non-skid principle—they are not there for ornament. One set cleans away mud and ooze and the next has a smooth, hard surface to grip. And it *grips*. No skidding there.
Just think over the advantages that come with Diamond Safety Treads—

More mileage strip (20% more wearing surface)
Positive protection against skidding **The toughest tread you ever rode on**
Perfect rim contact (end of your rim troubles **No-pinch safety flap**

Your dealer can supply you—order today!

"For miles and miles and miles"

Diamond
MOTORCYCLE TIRES

AKRON-OHIO

When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.

VITALIC TIRES
MANUFACTURED BY CONTINENTAL RUBBER WORKS, ERIE, PA.

Every Dealer Should Have a Sample

There is no reason why every dealer in Bicycles, Motorcycles, and Accessories should not have a sample of VITALIC BICYCLE TIRES and VITALIC TUBES in his store. The tremendous publicity campaign we have inaugurated in the Saturday Evening Post, the American Boy, Popular Mechanics' Magazine and other nation-wide publications has created a definite—an absolutely unmistakable—demand—a demand that YOU, Mr. Dealer, MUST supply. The demand is here, ready-made, are you prepared to supply it?

GUARANTEED

VITALIC TRADE MARK TIRES

VITALIC Bicycle Tires are the result of many years of study and experiment in bicycle tire building. We have been making bicycle tires for the past ten years and have always aimed to produce a tire better than any other ever made. We KNOW that the VITALIC is the VERY BEST.

VITALIC Tires are made by expert tire makers, and each tire is subjected to several severe tests before it is shipped.

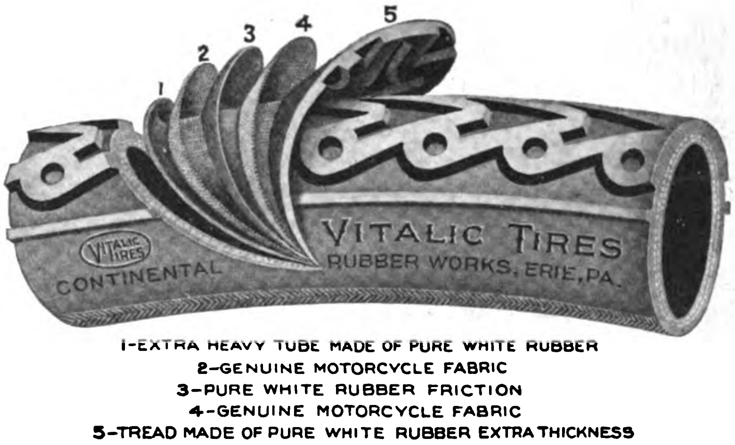
VITALIC Bicycle Tires are made with two plies of genuine Motorcycle fabric, frictioned with pure rubber, which makes the layers of fabric practically inseparable. The tube is made extra heavy and of pure rubber.

The VITALIC Tread is made of practically pure rubber, of extra thickness and with our special VITALIC design, making one of the best anti-skid treads on the market. The thickness of the tread and the extra strong fabric make VITALIC tires almost puncture proof and prevent stone-bruising.

There are numerous other points about VITALIC Tires and Tubes which are fully covered in our booklet entitled "The Truth from Tube to Tread."

Write for samples, booklet and also the VITALIC Sign. DO NOT FAIL TO DO THIS. Your business interests demand prompt action.

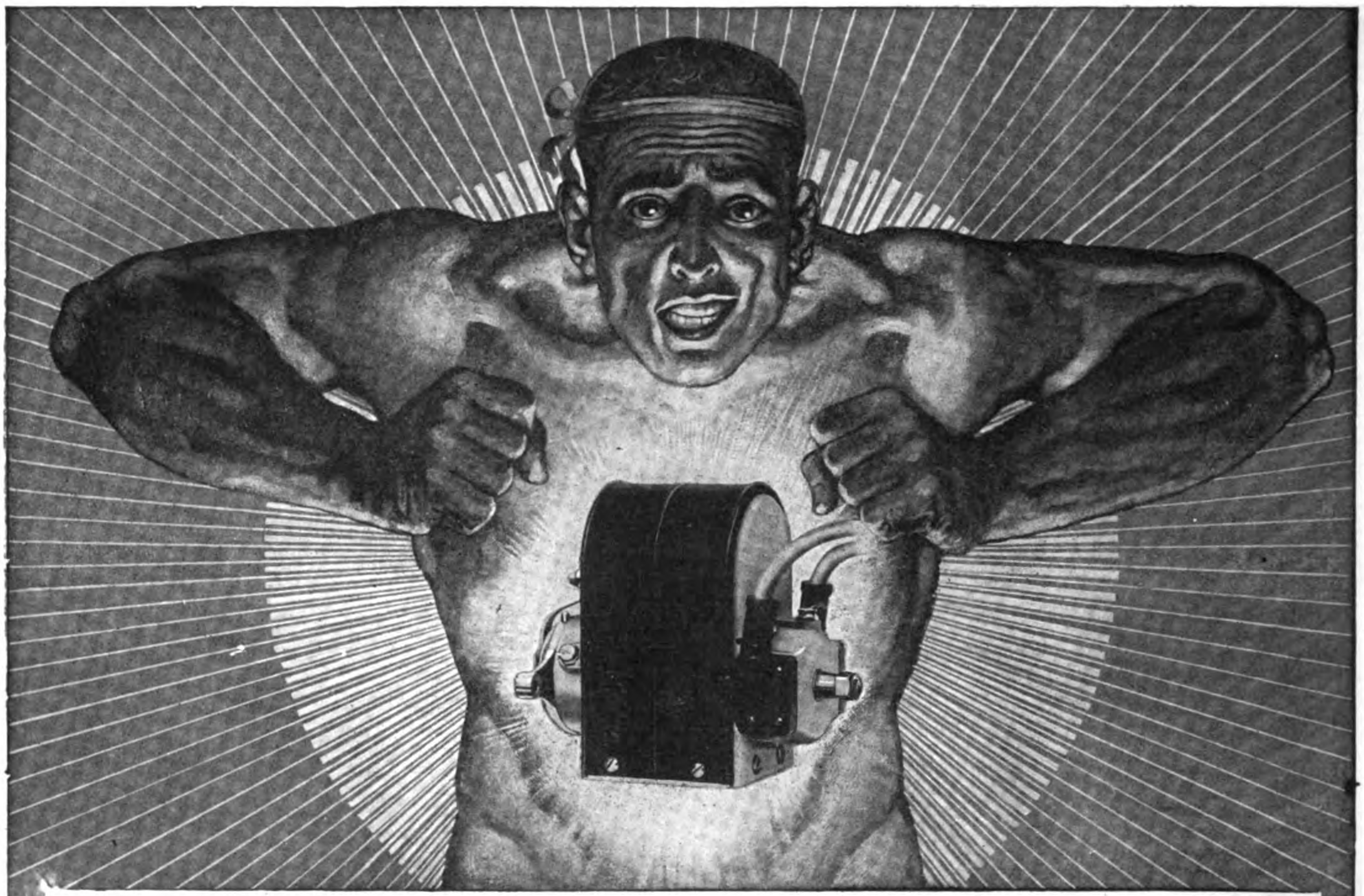
VITALIC BICYCLE TIRES are carried in stock by all jobbers.



1—EXTRA HEAVY TUBE MADE OF PURE WHITE RUBBER
2—GENUINE MOTORCYCLE FABRIC
3—PURE WHITE RUBBER FRICTION
4—GENUINE MOTORCYCLE FABRIC
5—TREAD MADE OF PURE WHITE RUBBER EXTRA THICKNESS

CONTINENTAL RUBBER WORKS, 802-864 WEST 19TH STREET ERIE, PA.

LARGEST SINGLE MAKERS OF BICYCLE TIRES IN THE WORLD



SPLITDORF SPARK PLUGS

ARE THE

STANDARD OF PLUGDOM

Never overlook the QUALITY of the spark plug you use in your motor.

Cheap plugs render cheap service—axiomatic to all wise motorcyclists and users of gasoline engines in general.

Stick everlastingly to SPLITDORF COMMON SENSE PLUGS that may COST MORE but LAST LONGER.

In design, in material and in construction SPLITDORF PLUGS are distinct in that they are soot-proof, gas-proof and unbreakable.

TRY THEM TODAY—IT'S NECESSARY

SPLITDORF ELECTRICAL COMPANY

ATLANTA........10-12 E. Harris St.
BOSTON..St. Germain St. & Mass. Ave.
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CINCINNATI............811 Race St.
DALLAS.............402 S. Ervay St.
LONDON

DAYTON.............427 East 3rd St.
DETROIT.........972 Woodward Ave.
KANSAS CITY......1827 Grand Ave.
LOS ANGELES.....1215 S. Hope St.
MINNEAPOLIS.........34 S. 8th St.
BUENOS AIRES

NEWARK..............290 Halsey St.
NEW YORK........18-20 W. 63rd St.
PHILADELPHIA...210-12 N. 13th St.
SAN FRANCISCO.....1028 Geary St.
SEATTLE.............1628 Broadway
TORONTO

Factory: NEWARK, NEW JERSEY

More Proof of Yale Ability in Indiana Three-Day Run

Ray, Jacobs and Campbell, Yale Team, in Indiana 663-Mile Run

THE three-day 663-mile endurance contest of the Indiana F. A. M., June 6-7-8, added more evidence of the wonderful capability of the Two-Speed Yale. Just three Yales started. All three marched steadily through the 663 miles of sand, hills and rough roads right on time, and—all three won perfect scores, earning diamond medals for a perfect team score.

No mechanical trouble; even no serious tire trouble, for the big three-inch tandem-weight tires, efficient shock absorber and smooth cushion fork make the "Big Y" easy on tires even on a test so severe as this; no accidents, for correct balance and accurate design make it easy to handle in spite of treacherous roads and high speed.

Every "Big Y" is just like those ridden by the Yale entries in the big endurance run, and these Yale victories simply are fresh demonstrations of the wonderful service gained by every purchaser of a Two-Speed Yale.

The Consolidated Mfg. Co.

1730 Fernwood Ave., Toledo, Ohio

Pacific Coast Representative:
THE YALE-CALIFORNIA CO., Los Angeles and San Francisco
Makers also of YALE AND SNELL BICYCLES, HUSSEY HANDLEBARS, STEEL TUBING, BENT PARTS, all kinds DROP FORGINGS

The Trim, Tough Red Treads

—you can always tell them by their snappy, stylish looks.

—you can always swear by them for their extra strength and toughness that resist wear so far beyond their guaranteed period.

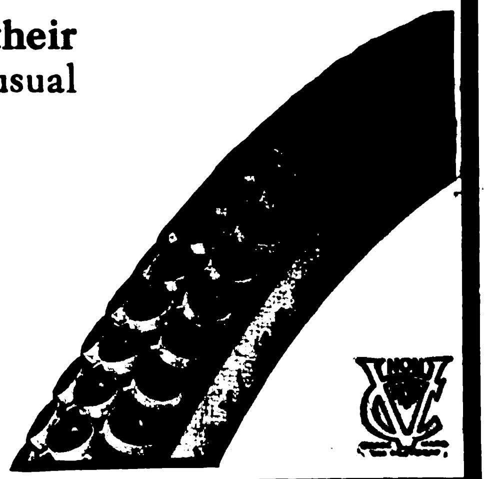
PENNSYLVANIA Red Oilproof Tread VACUUM CUP TIRES FOR BICYCLES

Guaranteed for one full season of service; else repaired or replaced without charge to the purchaser.

Red Tread liberality of service lives up to every claim the dealer can make. They register good will and repeated sales with **every mile they cover.** Red Treads are guaranteed oilproof—through and through, and they are as nearly puncture proof as a pneumatic tire can possibly be.

The great demand of bicyclists has made these tires by far the biggest and best selling manufacturer's brand on the market.

We are asking dealers this year to **let us have their orders** well ahead of their needs—to assure our usual timely service.



PENNSYLVANIA RUBBER CO.
JEANNETTE, PA.

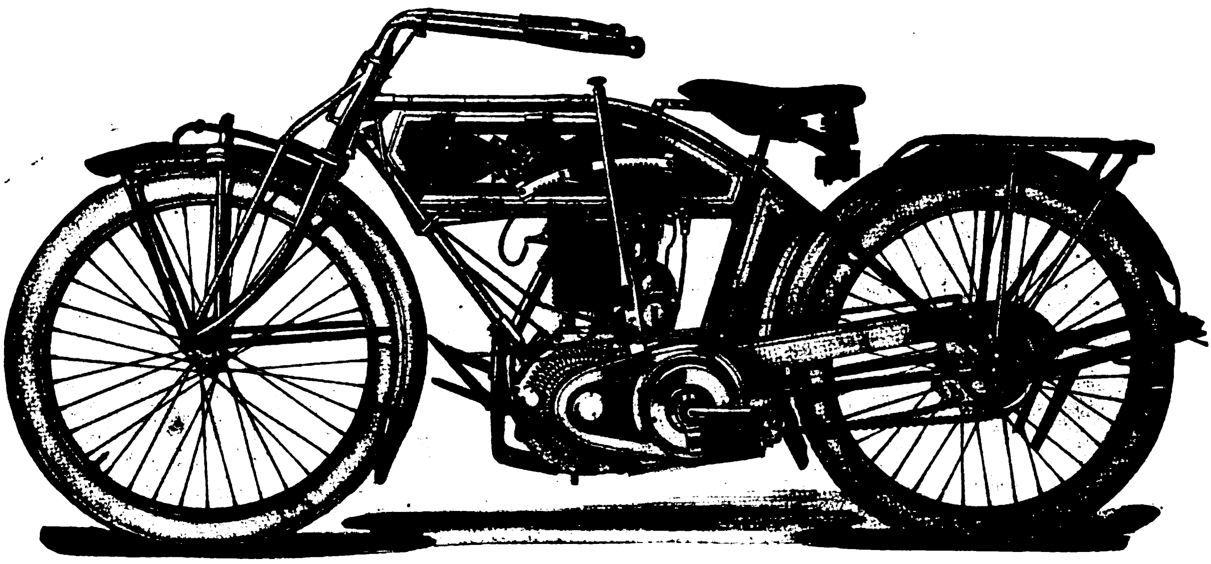
New York
Chicago
Cleveland
Boston
Pittsburgh
San Francisco
Seattle
Los Angeles
Detroit
St. Paul
Dallas
Minneapolis
Omaha
Kansas City, Mo.
Atlanta

An Independent Company with an independent selling policy

MODEL 4-T.S.

A Sensible Machine for Conservative Riders

Model 4-T. S. Price Now $220.00



The ideal mount for the conservative rider who demands ample power in an emergency, safety always, and maximum comfort and economy of operation, the EXCELSIOR Model 4-T. S. has every quality of the big twin except the extreme speed.

The cost of operation is considerably less both in fuel and tire maintenance.

While rated at 4 H. P., every EXCELSIOR Single Cylinder Motor is required to develop full 6 H. P. on the dynamometer testing block before being passed by the inspectors. This, in connection with the two-speed, gives ample power for emergency or for sidecar service under reasonable conditions.

For commercial purposes, no better mount than the 4-T. S. has ever been designed, combining as it does the extreme serviceability and low cost of maintenance obtained from the combination of single cylinder motor and two speed transmission.

We are firm believers in the single cylinder machine with two-speed equipment for commercial service and for conservative riders who demand safety, comfort and convenience rather than excessive speed. And have decided to REDUCE the price of our single cylinder two-speed to $220.00 f. o. b. Chicago as the quickest and most effective means of bringing this very desirable mount to the attention of the great number of motorcyclists to whom it is particularly adapted.

See the nearest dealer or write for our new 4-T. S. Circular

Excelsior Motor Mfg. & Supply Company

Office and Factory: 22nd and Union Streets, Chicago

Empire Tires
WEAR LONGEST

Empire Rubber & Tire Co.,

Factories, Trenton, N. J.

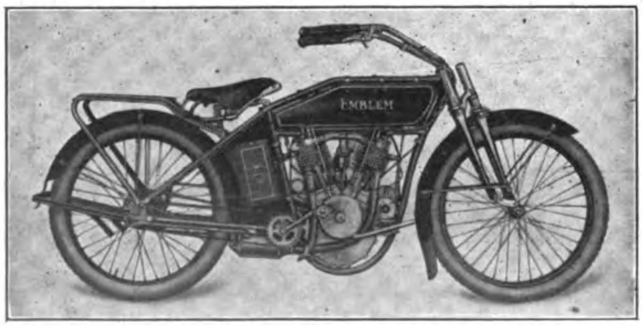
Empire Motor

EMBLEM

A Husky–Reliable–Businesslike Worker

Not a racing machine, yet capable of all the speed any sane man wants—a heavy-built machine, yet neither clumsy nor hard to handle—tremendously powerful—these are the reasons for the continued success of the EMBLEM upon the road.

The EMBLEM is the one single-speed machine that can handle a sidecar on any road—on any hill—without difficulty. The EMBLEM motor at the last New York Show was adjudged by the Technical Committee of the Society of Automobile Engineers as being one of the three perfect motorcycle motors on exhibition.

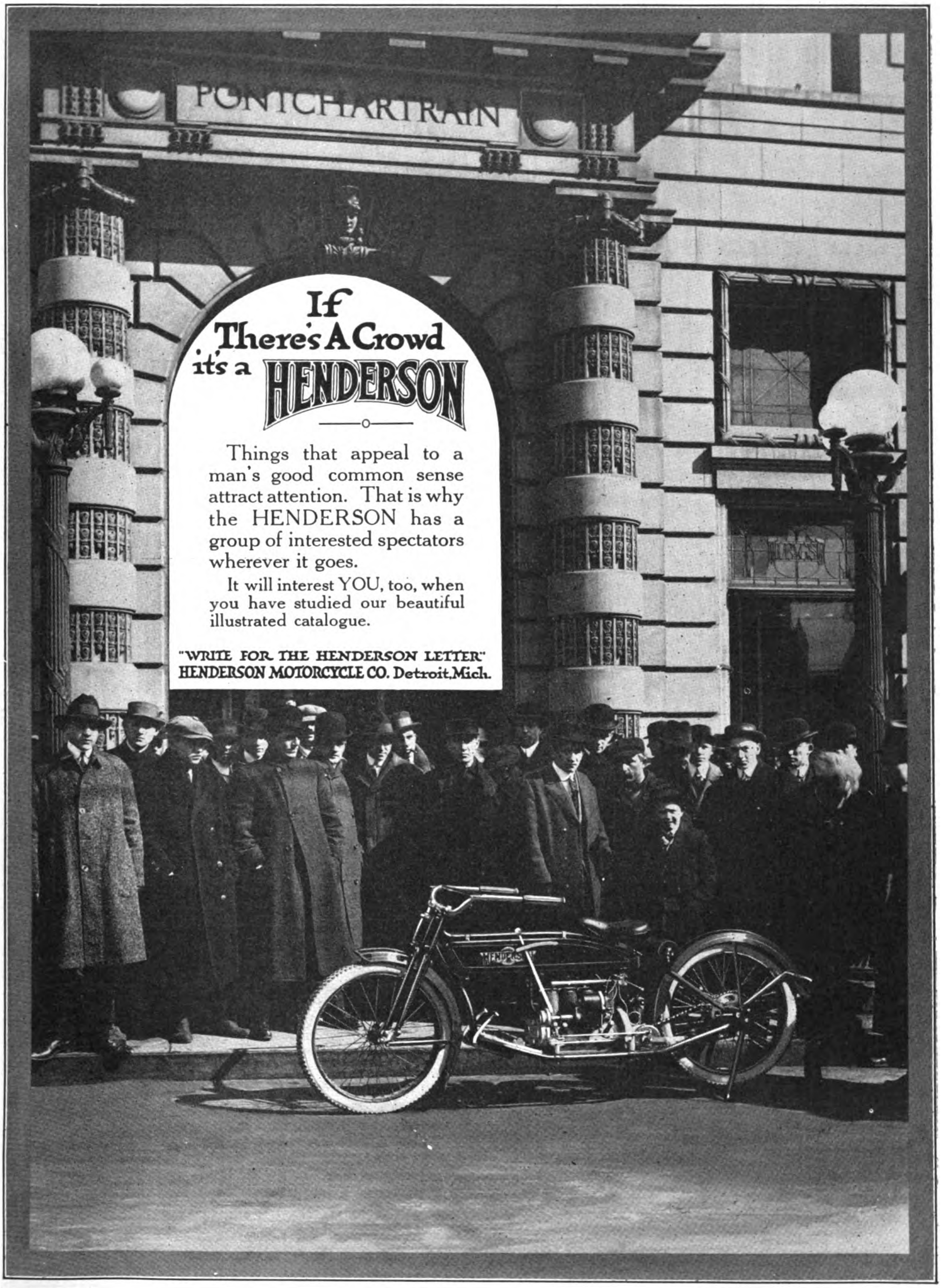


The EMBLEM motor is as silent, as flexible, as powerful as any motor can ever be built for motorcycle use. Digest this statement, then write us for further proof of our claim.

Emblem Mfg. Co.

Angola, Erie County, N. Y.

When writing to advertisers, please mention Motorcycle Illustrated.



If There's A Crowd it's a HENDERSON

Things that appeal to a man's good common sense attract attention. That is why the HENDERSON has a group of interested spectators wherever it goes.

It will interest YOU, too, when you have studied our beautiful illustrated catalogue.

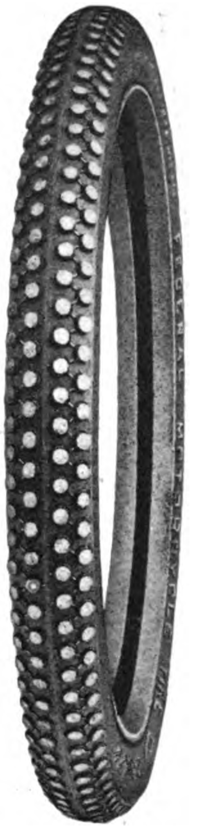
"WRITE FOR THE HENDERSON LETTER"
HENDERSON MOTORCYCLE CO. Detroit, Mich.

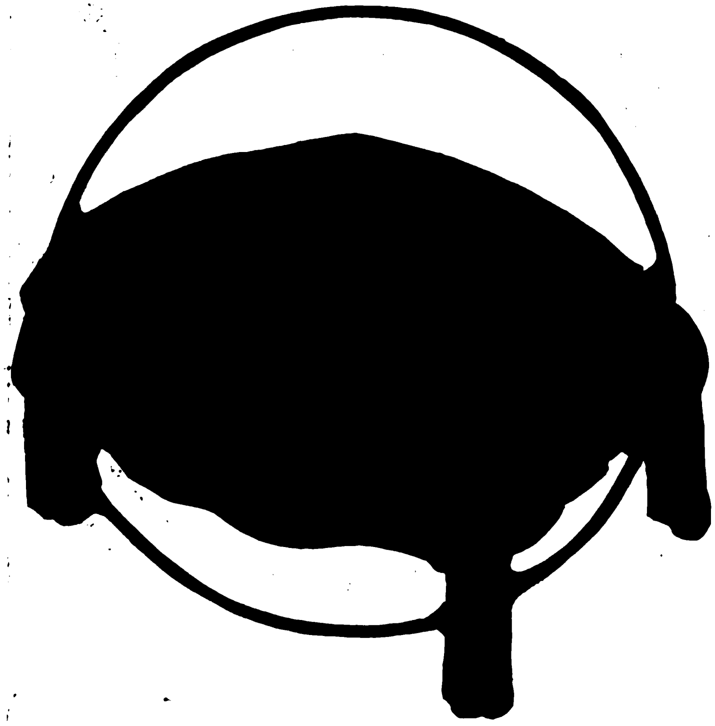
FEDERAL
MOTORCYCLE
TIRES

Four Plies of Specially Selected Fabric

Federal riders go through the most gruelling tests for speed and distance, and finish on tires **still good.** It's largely because of Federal specially selected fabric, built up ply by ply by the most skilled workmen. Four plies of this special fabric are built into all 2¾ and 3-inch Federal tires.

FEDERAL RUBBER MFG. CO.
Milwaukee, Wis.
Branches, Service Stations and Distributors in all Principal Cities. Dealers Everywhere.





Velvet Cushion Comfort
Steel Bridge Strength

℄ All the ease of a soft padded cushion—all the elasticity of the stretched leather—all the strength of a steel base without its stiffness—these are the features of the new Mesinger Suspension Cushion Saddle.

℄ The Mesinger Suspension Cushion is the most costly saddle to make. Nothing but the very highest grade of materials can be used—only the most skilled labor can be employed in its construction. But the riders want the best and are willing to pay a little more to get it.

Mesinger
Saddles

¶ Have the narrow pommel. This is an exclusive feature of Mesinger Saddles. It means ABSOLUTE EASE and safety.

"Like gliding along in a boat on calm water." That is what one rider said of the seating comfort of the Mesinger Cushion Suspension Saddle. And you will say the same.

¶ If you fail to fit a Mesinger Saddle to your machine this season you will miss true riding service and comfort.

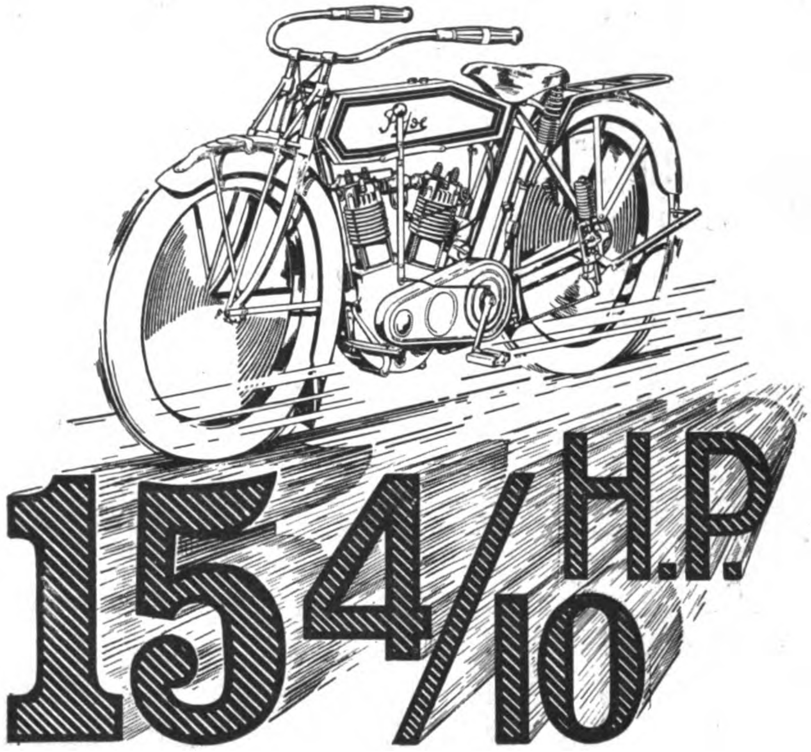
"ASK THE RIDER AND WATCH HIM RIDING"

H. & F. Mesinger Mfg. Co. 144th St., Austin Place, N. Y.

The Amazing Power of Our Over-Head Valve TWIN CYLINDER ENGINE Commands the Admiration of the World

Power ***Reliability***

Speed ***Comfort***



These are the factors which make or mar the day's use of your motorcycle.

Ample power to climb all hills or through every condition of road, gives a feeling of confidence worth much to you.

Whatever speed you want is always ready and the engine instantly responds to your command.

For a mile, for a trip, for a day, a month or years you feel secure in the use of your motorcycle and know it can always be relied on.

Comfort is assured Pope riders, not only for the man, but for the motorcycle.

Our exclusive devices prolong the life of the motorcycle and make every trip a pleasure for the user.

OUR CATALOG GIVES FULL DETAILS ABOUT OUR MOTORCYCLES
SEND HERE FOR ONE OR GET ONE AT YOUR DEALER'S

The Pope Manufacturing Company

11 Cycle Street, Westfield, Mass., U. S. A.

World renowned makers of bicycles
Over fifty distinct present models

"MEET US AT

Every Motorcyclist is invited to spend the Fourth of July holidays on one of the big tours leading to Saratoga Springs,

JULY THIRD, FOURTH AND FIFTH

Come and see the championship races on the Saratoga track, the finest in the United States.

Enjoy the dinner, entertainment and a general good time as the guests of

MOTORCYCLE ILLUSTRATED

PROGRAM:

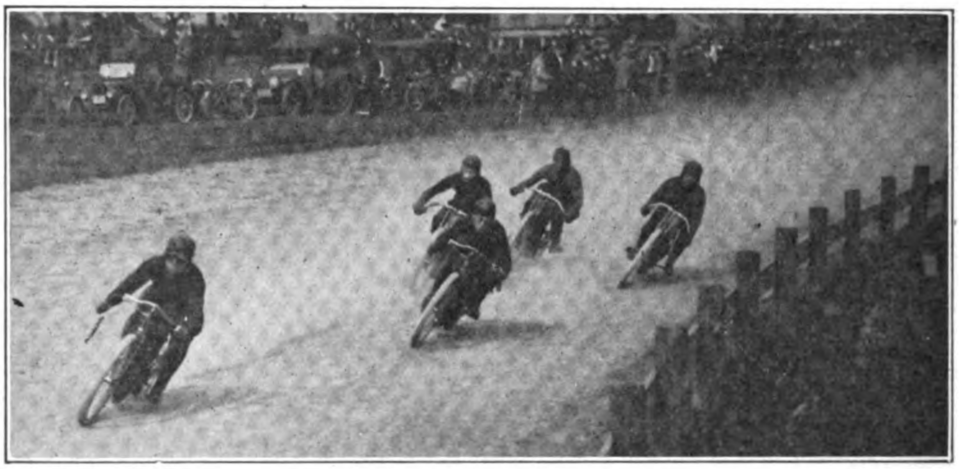
Wednesday, July 1, and Thursday, July 2.—On the road.

Thursday evening. — Arrival in Albany.

Friday morning.—Leave Albany and arrive at Saratoga Springs about 10 o'clock.

Friday afternoon. — Race meet.

Friday evening. — Dance and entertainment.



PROGRAM:

Saturday morning.—Convention and parade.

Saturday afternoon.—Races.

Saturday evening. — Dinner under the auspices of Motorcycle Illustrated.

Sunday.—Tour to either Lake George or Saranac, returning to Saratoga Springs in the afternoon.

Monday morning. — Start for home.

TOURS WILL START:

NEW YORK STATE TOUR

Leave Buffalo, 8 o'clock, Wednesday morning, July 1.
Leave Rochester, 1 o'clock, Wednesday afternoon, July 1.
Leave Syracuse, 8:30 o'clock, Thursday morning, July 2.
Leave Utica, 12:30 o'clock, Thursday afternoon, July 2.
Arrive in Albany, 6:30 o'clock, Thursday evening, July 2.

Erie, Cleveland, Jamestown, Pittsburgh delegations, and riders from other Western and Canadian towns should join at Buffalo and reach that city in time to start at 8 o'clock Wednesday morning.

Elmira, Ithaca, and Oswego riders join at Syracuse, leaving Syracuse, 8:30 o'clock Thursday morning.

Binghamton, Scranton, Oneonta and Watertown delegations and riders from other parts of central New York should join at Utica, Thursday morning.

WASHINGTON TO ALBANY

Leave Washington, D. C., at 8 o'clock Tuesday morning, June 30.

Leave Baltimore, Hagerstown, Gettysburg, Harrisburg, Reading, and other points in Pennsylvania, Maryland, Virginia, Delaware and Southern States in time to reach Philadelphia either Tuesday evening or early Wednesday morning.

Leave Philadelphia, 10 o'clock, Wednesday morning, July 1.

Leave Trenton, N. J., 1 o'clock, Wednesday afternoon, July 1.

Arrive in New York City, 5:30, Wednesday afternoon, July 1.

Leave Atlantic City, 8 o'clock, Wednesday morning, July 1.

Leave Lakewood, 1 o'clock, Wednesday afternoon, July 1.

Leave Asbury Park, Long Branch, etc., at noon Wednesday.

Leave other Jersey towns in time to reach New York City either Wednesday night or early Thursday morning.

SARATOGA”

NEW YORK CITY TO ALBANY

Leave New York City, 8 o'clock, Thursday morning, July 2, from Columbus Circle.

Leave Poughkeepsie, 1 o'clock, Thursday afternoon, July 2.

Arrive in Albany, 6:30 o'clock, Thursday evening, July 2.

Riders from Southeastern New York State, west of the Hudson River, should join the New York tour at Poughkeepsie Thursday noon.

NEW ENGLAND TOURS

Leave Providence, Boston, and other cities in Eastern Massachusetts and Rhode Island so as to arrive in Worcester, Wednesday evening, July 1.

As Providence and Boston are only 44 miles from Worcester, riders from these two cities can start after business hours and reach Worcester by 8 o'clock in the evening.

Leave Worcester at 9 o'clock, Thursday morning, July 2.

Leave Springfield at noon, Thursday, July 2.

Arrive in Albany, 6:30, Thursday evening, July 2.

Riders leaving Hartford, New Haven, and other points in Connecticut, Massachusetts, Vermont, New Hampshire, and Maine should arrange to reach either Boston at 5 o'clock, Wednesday afternoon, July 1; or Worcester, 9 o'clock, Thursday morning, July 2; or Springfield at noon, Thursday, July 2.

All tourists leave Albany Friday morning, arriving at Saratoga Springs at 10 a. m.

Saratoga is one of America's Beauty Spots and you are sure to enjoy yourself there.

All the hotels have agreed to allow reduced rates to all who come in on the tours.

If you intend to be with us, notify your Club Secretary, your dealer, and also write at once to

MOTORCYCLE ILLUSTRATED

51 Chambers Street **New York City**

IMPORTANT!

In order that we may arrange for the entertainment of our guests, it is necessary that you tear off, fill in, and mail to us ***at once*** the attached blank. There is no fee and all motorcycle riders are invited to join the tours absolutely free of charge. Each rider sending in this blank will, upon his arrival in Saratoga, receive an appropriate souvenir and free tickets for the dinner, etc.

Fraternally yours,
MOTORCYCLE ILLUSTRATED.

Motorcycle Illustrated
51 Chambers Street, New York City

(See page 20 for schedule of tours.)

Don't send in this coupon unless you really intend to go.

Gentlemen: I intend to be with you at Saratoga. I will join the tour at

......................................, on ....
(Name of Town and State) (Write date here)

Name ....

Street Address ....

Town and State ....

Looks Good
Feels Good
Does Good

Protection for Nose

Folds Without Breaking

Don't Wear Blinders Like a Horse

Comfortable Eye and Nose Protection

If you only knew how vitally important it is to protect your nose as well as your eyes, you would order the Leasure Sanitary Eyes and Nose Shield at once. This shield is no COMMON GOGGLE—it's a health device; a thin gauze under the nostrils keeps out dust, dirt and smoke. Does not interfere with breathing. If you smoke while riding you'll appreciate

The Leasure

Sanitary Eye and Nose Shield

But nose protection is but one feature of this remarkable device. The Leasure is perfectly transparent. Gives wide range of vision. Cannot break or injure the eyes and face in case of a "spill." Can be worn over eyeglasses. The Leasure is light and airy—not like the heavy, heat-producing glass goggles. No special adjustment needed. Does not burden nose.

Order Today

The Leasure Sanitary Eye and Nose Shield weighs only ½ ounce. Your choice of four colors; water-white, amber, blue or green. Send stamps, money order or dollar bill. Price includes elegant leather case. Please mention dealer's name so your friends can be quickly supplied.

$1.00

Postpaid With Elegant Leather Case

DEALERS—WRITE US

The Leasure Sanitary Eye and Nose Shield is one of the best selling propositions of the day. Write us today for full particulars.

SANITARY SALES COMPANY, Inc.
ROOM 402, EAST END TRUST BLDG., PITTSBURGH, PA.

SANITARY SALES CO., INC.,
Room, 402, East End Trust Bldg., Pittsburgh, Pa.

Gentlemen: I enclose $............, for which please mail me.....................pairs Leasure Sanitary Eye and Nose Shield, colors.................................

Name ....

Street Address ....

City and State...

My Dealer's Name Is.................................

Why Are Standard Products Invariably Specified?

Because years of conscientious manufacturing methods, coupled with an unusually high standard of quality, have built for STANDARD products an enviable reputation.

No manufacturer of any prominence but uses the

Diamond E Spokes and Standard Pedals

"STANDARD in NAME and QUALITY" are no empty words when applied to STANDARD PRODUCTS.

Diamond E Spokes and Pedals rank as the highest mark of perfection.

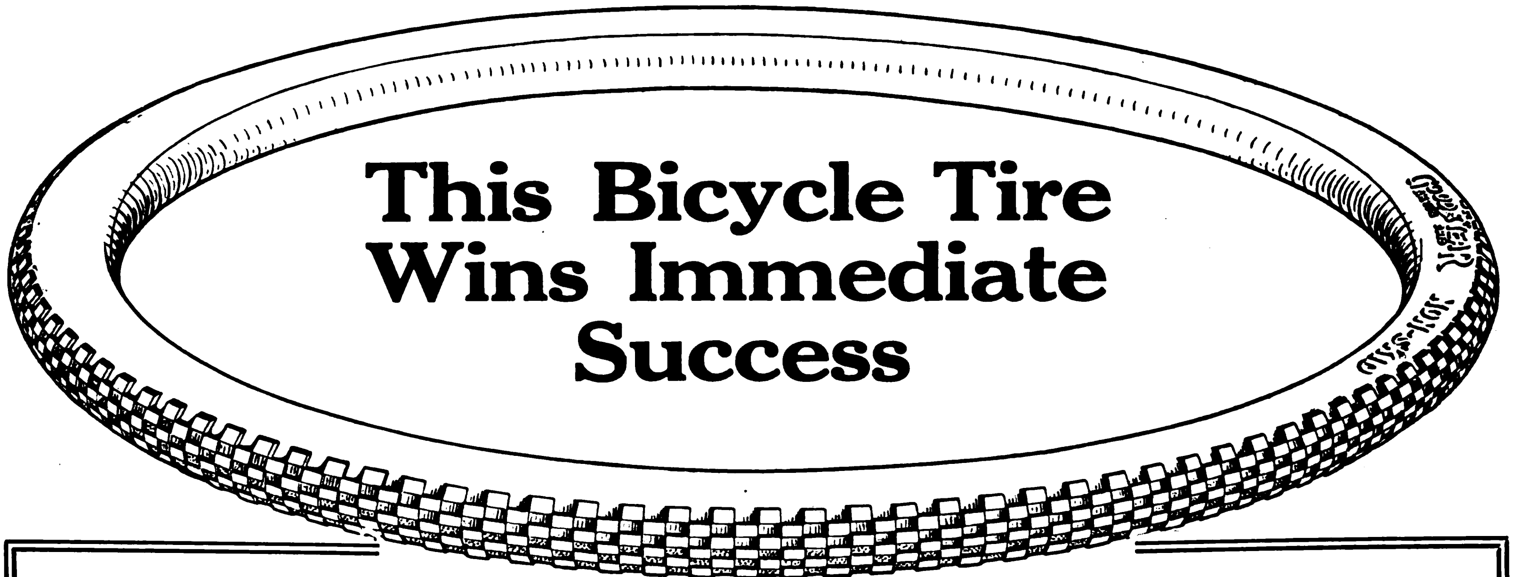
To liken a product to STANDARD is to bestow upon it high praise indeed.

The dealer who looks ahead will stock heavily with Standard Pedals and Diamond E Spokes and Nipples. The motorcycles that are not so equipped will invariably come to his shop for replacements and it is up to him to sustain his reputation for high-grade repair work by fitting Standard parts.

No. 3 MOTOR CYCLE PEDAL

The Standard Co.

Torrington, Conn.



This Bicycle Tire Wins Immediate Success

Goodyear tires have won in the realm of motordom.

Goodyear motorcycle tires are found on three of every four of this year's new motorcycles. These same tires have also won every world's record for speed and durability.

And now come Goodyear-Akron Bicycle Tires—bicycle tires at a new low price—tires made under the same Goodyear quality standards—made to win the corresponding place in the bicycle field as occupied by Goodyear motor tires and motorcycle tires in their fields.

Why They Are Winning

Bicyclists are being told the great story of Goodyear-Akron Bicycle Tires through national publications that reach over twenty million families month by month—

Being told how in these tires prices are cut virtually in half—

How with it all they secure tires of high Goodyear quality—that Goodyear could not afford to jeopardize with a poor tire the leadership won and held in the other fields of tiredom.

Riders are coming to Goodyear-Akrons because until now they have been paying from $4.25 up apiece for bicycle tires of corresponding quality.

Here their bicycle tire cost is cut in half—$2.48 apiece for plain tread —$2.75 apiece for Non-Skid. Such quality at such prices will win the bicycling world.

GOODYEAR
AKRON, OHIO
Bicycle Tires

What It Means to Dealers

Here are real quality tires that enable you to meet the competition of cheap tires made to sell at a price only.

Here are tires that you can safely recommend with the full knowledge that they are Goodyear made—Goodyear guaranteed.

Here are tires that are being widely advertised. The profit on every order the advertising brings will go to the nearest Goodyear-Akron dealer.

This is a "Goodyear to dealer" proposition. Middlemen's profits are cut out. The difference goes into quality. It puts your bicycle tire business on an independent basis.

New Help For You

And to help you sell more tires there is now on the press a big book of scientific merchandising that will guide you in every department of your business. You can't buy such a book anywhere at any price. It gives you new money making facts that you could not glean in a whole lifetime's business. If you are at all interested in Goodyear-Akron Bicycle Tires you can reserve a copy of this book FREE by using the attached coupon.

Remember, doing this costs nothing. The book costs you nothing. Reserving a copy involves no obligation. To learn what a new bicycle-tire opportunity is yours—how you can make more money in aggregate sales—act now—send the COUPON.

THE GOODYEAR TIRE & RUBBER CO.
Dept. 227 **AKRON, OHIO**

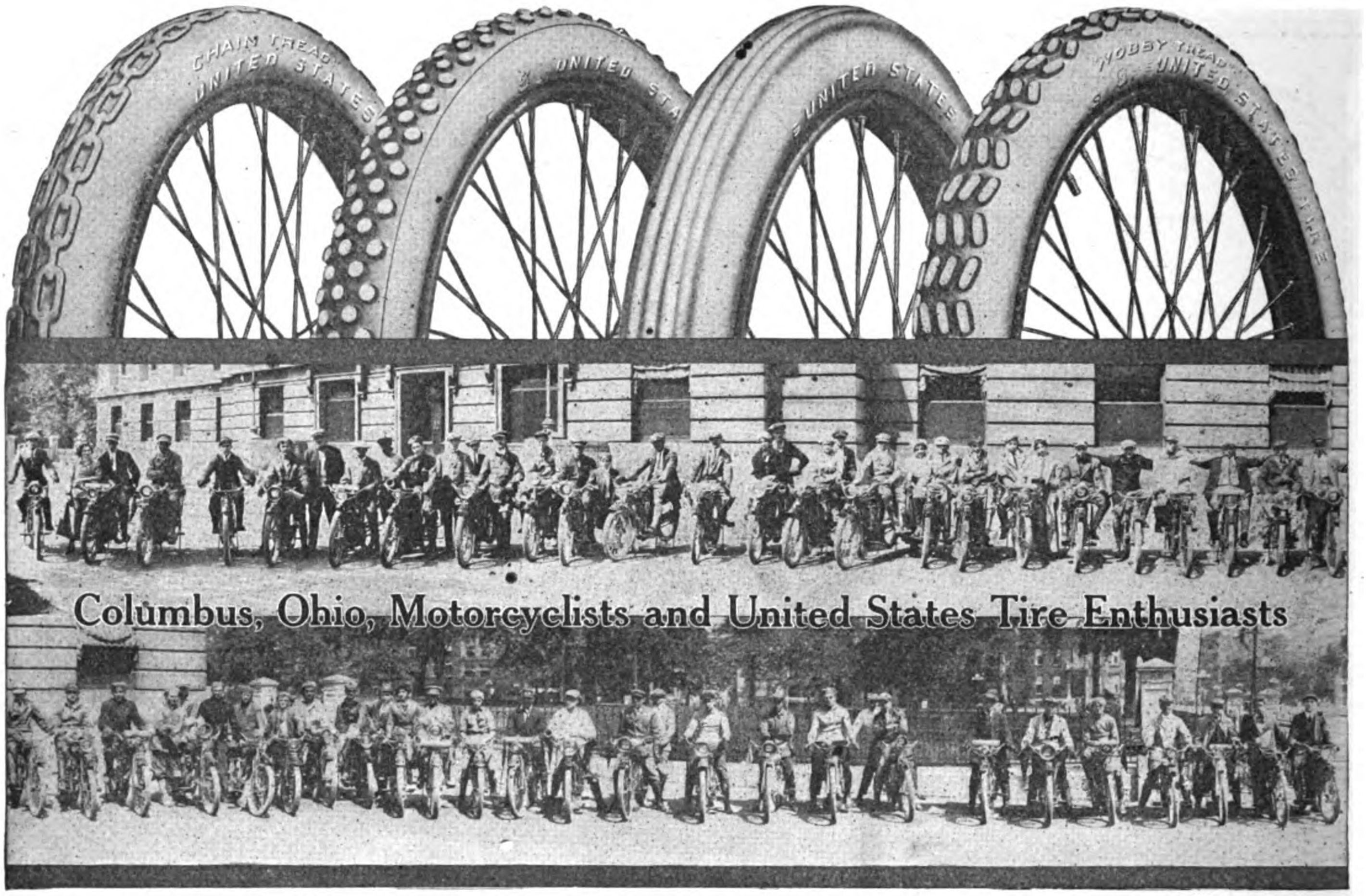
The Goodyear Tire & Rubber Company,
Bicycle Tire Dept. 227, Akron, Ohio.

Without charge or obligation reserve your big book "New Ways to New Business" for me. Also send dealer's proposition on Goodyear-Akron Bicycle Tires.

Name ....

Line of Business..............................

Address ....


CHAIN TREAD UNITED STATES
UNITED STA
UNITED STATES
NOBBY TREAD UNITED STATES TIRE
Columbus, Ohio, Motorcyclists and United States Tire Enthusiasts

Motorcycling is the Chosen Sport of Thousands and United States Tires Have Helped to Make It Economical

The economical, efficient, safe motorcycle of today has opened the great outdoors to millions of enthusiastic sportsmen.

Clever manufacturers have made the motorcycle a marvelously economical means of transportation for either business or pleasure.

We, the makers of United States Tires, have done our share in reducing the upkeep of the motorcycle. We make tires that withstand the wear and tear of motorcycling.

United States Motorcycle Tires are big, thick tires of unusual strength. Every yard of fabric that goes into them is carefully woven and carefully tested. The rubber in United States Motorcycle Tires is of the very best quality.

Equip your motorcycle with United States Tires. You will be troubled by fewer punctures and will get more mileage.

Today United States Motorcycle Tires stand alone in a class absolutely by themselves and are acknowledged to be the standard motorcycle tires of the world. Their overwhelming popularity is a known fact.

In one year—1913—the sales of the UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history

NOTE THIS:—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything

United States Motorcycle Tires

Made by the
Largest Rubber Company in the World

MOTORCYCLE
ILLUSTRATED
Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers Street, New York City

READY FOR SARATOGA RALLY

Citizens of Famous Health Resort in Northern New York Await Arrival of Motorcycle Host—At Least 500, and Possibly Twice that Number, Will Participate—A Fine Program Arranged

FROM Maine westward as far as Ohio, and from Canada south to the National Capitol, at least 500, and possibly twice that number of riders, will, in a few days, turn their machines in the direction of Saratoga Springs to participate in the rally and enjoy the program of races and entertainment which will take place there the third and fourth of July, under the auspices of MOTORCYCLE ILLUSTRATED. At this writing, by actual count, 560 riders have signified their intention, by forwarding signed entry blanks, to join one of the three big tours toward Albany and the Springs, and, if weather conditions are at all propitious, the Saratoga gathering is likely to be the largest in the motorcycle history of the East, if not of the entire country.

A Few Estimates

The figures given above are based upon estimates which from every point of view are most conservative. The publishers of this journal look forward to an opportunity to entertain not less than a thousand riders, but if half that number actually reach Saratoga Springs, the rally will easily be the largest and most enthusiastic ever staged in this part of the United States.

With Camden, N. J., assuring 75 and Philadelphia at least 50 riders, and estimating the number from other parts of New Jersey, Pennsylvania, Delaware and Maryland at as many more, it is safe to predict that, exclusive of the Greater New York delegations, at least 200 out of town motorcyclists will leave Columbus Circle, New York City, on the morning of Thursday, July 2. With the addition of the New York and Brooklyn riders, and husky delegations from Peekskill, Yonkers, Poughkeepsie and other cities between New York and Albany, it is believed that the New York to Albany tour will bring into the Empire State capital not less than 300, and possibly as many as 500 riders. Albany will add about 100.

A Big New England Delegation

Worcester on Wednesday night and Springfield on Thursday noon will be the two New England rallying points. At Springfield the Hendee Manufacturing Co. has arranged to furnish a complimentary luncheon and oil and gasoline to all the tourists from the New England section, of which the number will certainly exceed 150. We learn today from Pittsfield that not less than 35 riders will go from that city to Saratoga, and the indications are that about 200 New Englanders will reach Albany Thursday evening.

Keen Rivalry in New York

It is a question whether the New York to Albany or the Buffalo to Albany tour will be the larger in point of numbers. The rivalry between the towns on these two tours is very keen, and the enthusiasts from cities like Buffalo, Rochester, Syracuse, Utica, Schenectady, etc., say they will be very much disappointed if the Buffalo to Albany tour is not at least as large as the one from New York City and points South. Should this be the case, the thousand rider total will undoubtedly be reached.

Everybody Enthusiastic

The plan has aroused even keener interest and enthusiasm than was anticipated. Everywhere there is evinced a determination to prove to the trade and riders in all parts of the United States that the Easterners are fully alive to their opportunities and know how to make the best possible use of them.

Riders who have not already sent in their entry blanks are urged to do so immediately, so that proper arrangements can be made for their reception. Official headquarters have been established at Hotel Worden. Riders who have clothing or anything else to send ahead may direct it to this hotel.

Changes in Track Events

A slight change has been made in the racing program, and the events will include three additional races for amateur riders of single cylinder machines. This will probably necessitate reducing the number of State Championships from five to three, so that the revised program will include, in addition to the State Championships, the following events:

Amateur 3 mile sidecar for twin cylinder machines. Prizes, gold, silver and bronze medals.

Amateur 5 mile for stripped stock twins. Merchandise prizes.

Amateur 5 mile interstate race for stripped stock twins. Merchandise prizes.

Three single cylinder events, 5, 10 and 15 miles, respectively. Prizes, gold, silver and bronze medals.

Professional 2 mile F. A. M. National Championship, 61:00 open. Prizes, gold, silver and bronze medals.

Professional 10 mile Interstate. Prizes, $50, $25 and $10, respectively.

Professional 5 mile open. Prizes, $20, $10 and $5, respectively.

Professional 10 mile open. Prizes, $25, $15 and $10, respectively.

Professional Australian pursuit race. $25 to the winner.

Professional 15 mile open. Prizes, $50, $25 and $10, respectively.

Professional 5 mile stripped stock twins. Prizes, $20, $10 and $5, respectively.

Three mile novice for stock single cylinder machines. Prizes, gold, silver and bronze medals.

The Program at Saratoga

Every tourist arriving at Saratoga Springs will be directed to the official headquarters, where MOTORCYCLE ILLUSTRATED will present each rider with a handsome souvenir combination badge and watch fob, and a ticket which will entitle the holder to free admission to Friday's races, to the dance Friday evening, and to either a dinner, vaudeville entertainment or fireworks, Saturday night.

It is likely that the Saturday night event, instead of the dinner, will be either a high-class vaudeville entertainment or a fine display of fireworks, but in either event it will be something worth while, and free to all tourists. The exact character of this feature of the program will be determined in the course of a day or two.

New York State Tour

Leave Buffalo, 8 o'clock, Wednesday morning, July 1.

Leave Rochester, 1 o'clock, Wednesday afternoon, July 1.

Leave Syracuse, 8:30 o'clock, Thursday morning, July 2.

Leave Utica, 12:30 o'clock, Thursday afternoon, July 2.

Arrive in Albany, 6:30 o'clock, Thursday evening, July 2.

Erie, Cleveland, Jamestown, Pittsburgh delegations, and riders from other Western and

Canadian towns should join at Buffalo and reach that city in time to start at 8 o'clock Wednesday morning.

Elmira, Ithaca and Oswego riders join at Syracuse, leaving Syracuse 8:30 o'clock Thursday morning.

Binghamton, Scranton, Oneonta and Watertown delegations and riders from other parts of central New York should join at Utica, Thursday morning.

Washington to Albany

Leave Washington, D. C., at 8 o'clock Tuesday morning, June 30.

Leave Baltimore, Hagerstown, Gettysburg, Harrisburg, Reading, and other points in Pennsylvania, Maryland, Virginia, Delaware and Southern States in time to reach Philadelphia either Tuesday evening or early Wednesday morning.

Leave Philadelphia, 10 o'clock, Wednesday morning, July 1.

Leave Trenton, N. J., 1 o'clock, Wednesday afternoon, July 1.

Arrive in New York City, 5:30 o'clock, Wednesday morning, July 1.

Leave Atlantic City, 8 o'clock, Wednesday morning, July 1.

Leave Lakewood, 1 o'clock, Wednesday afternoon, July 1.

Leave Asbury Park, Long Branch, etc., at noon Wednesday.

Leave other Jersey towns in time to reach New York City either Wednesday night or early Thursday morning.

New York City to Albany

Leave New York City, 8 o'clock, Thursday morning, July 2, from Columbus Circle.

Leave Poughkeepsie, 1 o'clock, Thursday afternoon, July 2.

Arrive in Albany, 6:30 o'clock, Thursday evening, July 2.

Riders from Southeastern New York State, west of the Hudson River, should join the New York tour at Poughkeepsie Thursday noon.

New England Tours

Leave Providence, Boston, and other cities in Eastern Massachusetts and Rhode Island so as to arrive in Worcester Wednesday evening, July 1.

Leave Worcester at 9 o'clock, Thursday morning, July 2.

Leave Springfield at noon, Thursday, July 2.

Arrive in Albany, 6:30, Thursday evening, July 2.

Riders leaving Hartford, New Haven, and other points in Connecticut, Massachusetts, Vermont, New Hampshire, and Maine should arrange to reach either Boston at 5 o'clock, Wednesday afternoon, July 1; or Worcester, 9 o'clock, Thursday morning, July 2; or Springfield at noon, Thursday, July 2.

All tourists leave Albany Friday morning, arriving at Saratoga Springs at 10 a. m.

IMPORTANT TO METROPOLITAN RIDERS

In the June 11 issue of Motorcycle Illustrated announcement was made of a dance at the casino of the Hotel Shelbourne, Brighton Beach, Thursday night of this week. It has been found necessary to change the date to Friday, June 26. The management of the Shelbourne will give a silver cup to the club having the largest representation. The editor of Motorcycle Illustrated will address the gathering on the Saratoga Rally. All are cordially invited.

Latest Reports From The Boosters

BUFFALO, June 24.—Winding up the whirlwind campaign that has been carried on for the past month in the interest of the Mid-Summer Motorcycle Rally at Saratoga Springs with a big meeting at Niagara Falls last Tuesday evening, the Motorcycle Illustrated representative, who has covered over 2,000 miles in that time, reports that never in his experience has he seen so much real enthusiasm for any motorcycle event.

Big meetings were held at many points, and the keen interest was made apparent by the number of varied questions asked after the program of the rally had been explained.

An interesting incident of the trip was the fact that because of a misunderstanding regarding the meeting and the necessity for the representative of this paper leaving for another point within a few hours, arrangements were made through the courtesy of W. D. Andrews, of Syracuse, for the making of an Edison phonograph record, with the result that every evening during the past week when riders of Syracuse have gathered at various points in that city, they have heard the "canned" speech talking all about the tours and rally in Saratoga. It is possible that these "canned" records may be used at other points.

Because of the vast amount of detail and the growth of the plans far beyond early expectations, it was found necessary to cancel engagements to attend meetings in Cleveland and Toronto.

Providence, Boston and Worcester were all enthusiastic, and anticipated that large numbers would join the New England tours from these points. These tourists will enjoy a luncheon tendered by the Hendee Manufacturing Company, in Springfield, Mass.

Several riders of Providence, who were planning a vacation tour to Niagara Falls, will join the tours and enjoy the program at Saratoga, continuing to the Falls after the rally. Walter Bovietz, 79 Providence street, will act as captain of those leaving Providence.

In Worcester, Messrs. Donnelly and Farrell, of the Persons Manufacturing Company, and J. W. Grady Company, respectively, are enthusiastic boosters, working with Henry A. Marchesseault and other hustlers of the Worcester Motorcycle Club to take care of and entertain the tourists who will make that pleasant city the night stop. As an example of the way the trade feels about our plans, we quote from a letter sent to the representative of Motorcycle Illustrated by D. W. Donley, sales manager for the Persons Manufacturing Company, of Worcester:

"We are quite in favor of your program; in fact, it seems like the most sensible one of the kind which has been pulled off so far."

This opinion seemed to prevail in every section of the East among manufacturers, dealers and riders, with the result that Motorcycle Illustrated is receiving the unqualified support of every one interested in the sport.

Reaching Saratoga, it was found that the Business Men's Committee, headed by R. B. Johnston, and the motorcyclists, led by E. A. Hammond, had been working hard and were doing everything possible to make the rally a big success, all anxious that the riders would so thoroughly enjoy themselves that they would enthusiastically endorse the plan for making the Saratoga rally an annual affair.

Coming back into New York State, the riders seemed aroused as never before, and if this spirit continues until the time for the starting of the tours, there is little doubt but that all records will be broken for attendance. In Brooklyn, Joseph Hartig, secretary of the popular Bay Ridge Club; J. O. E. Dieterich, local F. A. M. commissioner, and others are boosting to the limit. In Yonkers, George Ellis, another hustling F. A. M. commissioner, is very much on the job. George Sorensen is gathering his forces in Peekskill. Poughkeepsie is being well looked after by the local club under the leadership of Harry English and Charles Senk, Jr. Hornell also is being fully recruited by the local "Commish.," E. S. Whitney. In Utica everyone is hustling, and a new F. A. M. club has been started which will turn out in full force, as the result of an enthusiastic meeting there. Syracuse is also working for a big turn-out and a new club. Rochester is thoroughly awake, as always, with every rider and dealer boosting and out to beat all records. Buffalo, another city with a club that is always on the job, will send a big representative.

From Glens Falls hustlers, A. E. Smith, the local Indian dealer, writes:

"I have our show window decorated with
'Meet Us at Saratoga—Rally and Races
July 3-4-5.'
and from the amount of talk, guess I am making them realize that we are going to be there."

Incidentally, it might be stated that a good-sized F. A. M. club has just been organized in Glens Falls and will attend the meet with full strength.

Going into Canada, W. M. Gladish is boosting with the Toronto Motorcycle Club.

Reports from all points indicate that there is going to be a very large sidecar and tandem division, which means a large attendance of the fair sex. As a result of this, an effort will be made to have a local ladies' reception committee formed at Saratoga. Bring the ladies with you—they will enjoy the good time as well as you will.

As for the racing events on the famous Saratoga track, it is assured that some of the best races and keenest competition will be witnessed that has ever been seen in this country. The track is 1⅛ mile to the lap, and is from 80 to 120 feet wide. The grandstand alone will accommodate 5,500 people, and the track is so adapted that from 15,000 to 20,000 people can witness the races.

A great number of questions have been asked regarding the expense of the trip for the riders. It may be said without question that motorcyclists may attend the Saratoga Rally at a remarkably low cost for actual expenses, and in many instances with less expenditure than if he remained in the city for ever the holiday. Special rates have been secured at all hotels.

The rules for the tours specify that no rider must exceed the pace of the captain or tourmaster, and mufflers must be kept closed at all times. Anyone violating these rules will be counted out.

Mufflers Must be Kept Closed at all Times in Saratoga.

This will be practically our last opportunity to extend to all a most cordial invitation to *"Meet us at Saratoga."* Help up to make this Saratoga Rally the biggest motorcycle event by extending the invitation to others.

Meet Us at Saratoga!

WITH THE TOURISTS TO SARATOGA

Up-to-Date Information on the Main Routes Leading to Scene of the Big Motorcycle Rally With Some Sidelights on the Famous Old Spa

By Robert Bruce

On the State Road Between Albany, Troy and Saratoga Springs, Part of Which Is Paralleled by These Tall Steel Towers, Carrying Heavy Wires for the Transmission of Power From the Falls of the Upper Hudson to the Industrial Centers Below.

MOTORCYCLE tourists planning to ride at least the final 30 or 40 miles into Saratoga Springs, N. Y., for the Midsummer Rally and race meet under the auspices of MOTORCYCLE ILLUSTRATED, on July 3, 4 and 5, will find the accompanying map very useful in choosing and following the best ways to that city. It shows the various good connections from Albany, Troy, Schenectady, Glens Falls and intermediate points, and gives the stranger a graphic idea of the importance of Saratoga as a route center. Trunk-line highways lead in and out from all the principal directions except due west, which the topography of the country scarcely allows.

Most of those coming up by road or boat from Greater New York will find either Albany or Troy—both with good hotel accommodations—the most convenient stop before the final stretch to Saratoga. From Albany the usual way is up State street hill, riding half way around the Capitol, thence west along Washington avenue, a few blocks only, keeping a sharp lookout for the beginning of the Northern Boulevard. Turn right on this boulevard, following the main-traveled state macadam through Latham's Corners into Cohoes—a rather puzzling city for the stranger to pass through. As the map shows, the route through Cohoes continues generally north, crossing the Mohawk River near its junction with the Hudson, then bends right into Waterford; at the central four-corners of that town a left turn is made into Third street, from which time no trouble will be experienced in following the main road.

On that part of the trip from Waterford to Mechanicville one is never far from the west side of the upper Hudson River, though not actually alongside it. Just beyond the business center of Mechanicville, a left turn is made on Saratoga avenue, which becomes a complete state road past Maltaville and through the village of Malta into Broadway, Saratoga. Those starting from Troy will simply go north from the center of that city, turning left across the steel bridge into Waterford; then turn to the right up Third street, entering there the route already given from Albany.

Good Connections From the West

Motorcycle tourists from the Mohawk Valley and points west will continue on the usual route toward Albany or Troy until they reach an important left-hand road between three and four miles east of Amsterdam. Then, by making a left turn, and climbing a rather steep hill, they can rise out of the valley and take the fairly good short-cut shown on the map through the little village of Glenville to Ballston Center. As an alternate, they may continue straight ahead from Amsterdam past Hoffman's station to Scotia—in reality that part of Schenectady west of the Mohawk River—turning left on Ballston avenue, and passing through Burnt Hills to Ballston Center. Here both of the western connections join to make one through line to Ballston Spa, where a final right turn is made toward Saratoga Springs, bringing the tourist to the hotel and business center.

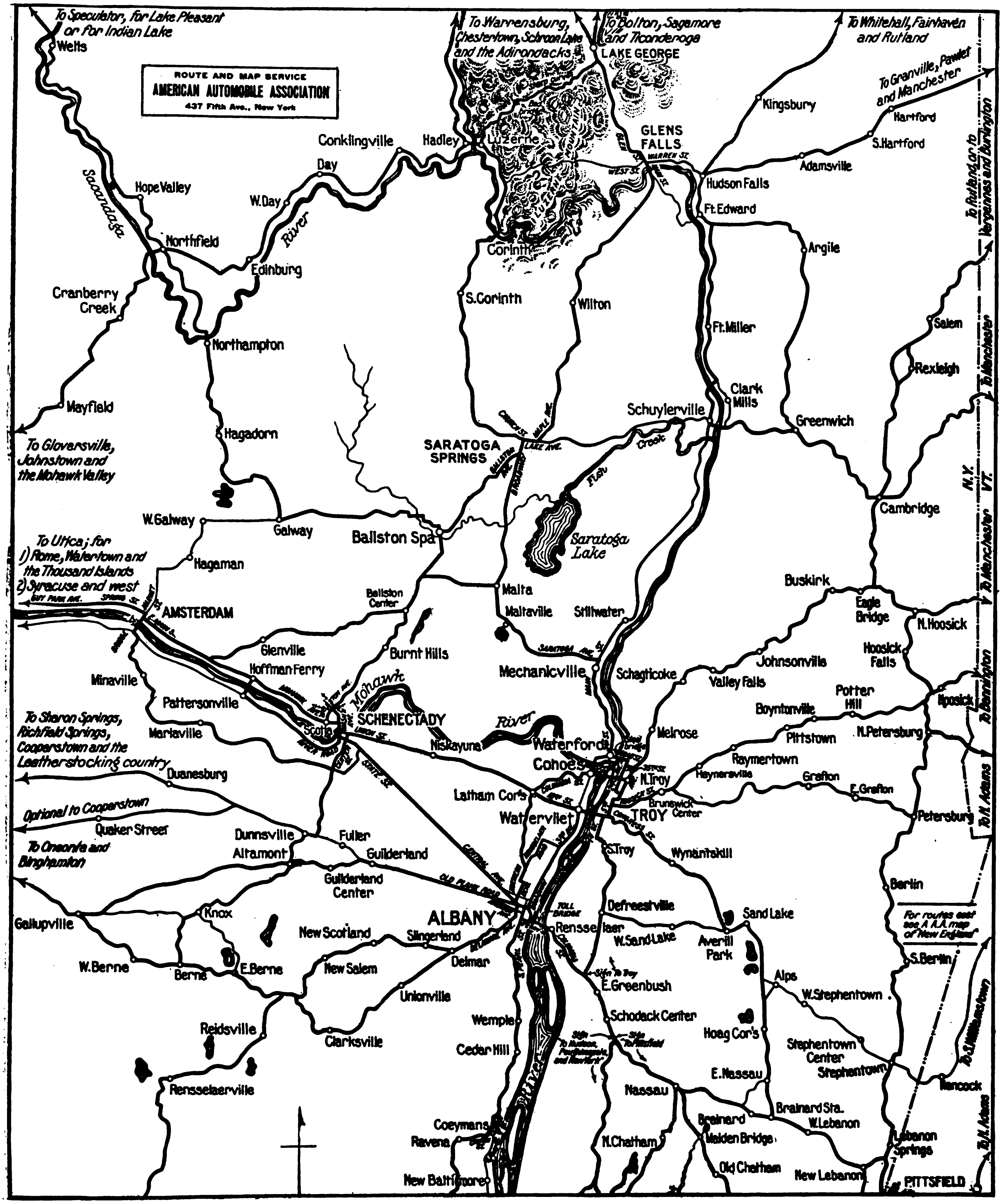
Those coming from northwestern Massachusetts or southern Vermont points, and having no special reason for going through Albany or Troy, will find an excellent road from Cambridge, N. Y., through Greenwich, crossing the Hudson at Schuylerville and coming into Saratoga by Lake avenue. Cambridge, the junction point for the routes from Manchester and Bennington, Vt., is easily reached from Pittsfield by following the line shown on the map through Lebanon Springs, Berlin and Petersburg, though many will prefer the longer, more interesing way north from Pittsfield through North Adams and Williamstown, Mass., not entirely shown on the map. All motorcyclists making the trip through Schuylerville should, if time permits, spend an hour or so looking over the battlefield and monument, which are conveniently reached from the main road.

Saratoga is on the main-traveled highway between Albany and Montreal through the eastern Adirondacks and the Champlain Valley; also on the corresponding line along the western side of Lake George and through Ticonderoga. Tourists coming from points above the northern margin of the map will note, just below Lake George village, an important diverging of roads, one passing nearly direct through Glens Falls and Wilton, and the other—longer but more picturesque—through Luzerne and Corinth. The latter is more interesting, but naturally better time can be made on the former; one coming from Lake George or points above and planning to make a round trip, is advised to go one way and return the other. There is also a group of routes coming into Glens Falls and Saratoga from Whitehall, Fairhaven and other towns in lower Vermont; but these are not used to the same extent as the others named.

A Place of Unusual Interest

Saratoga is situated in the midst of an attractive region, and has a very interesting historic background. Through this region passed and re-passed the armies of both the English and French during the French and Indian war; and it was also one of the most important northern battlegrounds of the Revolution. Here Burgoyne surrendered to Gates, an event commemorated by a suitable monument. George Washington, Alexander Hamilton and DeWitt Clinton were notable visitors to Saratoga in the early days, though it is probable that the first white man of note to drink of its waters was Sir William Johnson, who is said to have been piloted to them by Indian guides. The map gives an excellent idea of the topography of this section, which is an extensive natural parkland between the upper Hudson and the foothills of the eastern Adirondacks, of which Saratoga is both the geographical and social center. The name "Saratoga" is derived from an old Indian name, Se-rah-ta-gue, meaning the "country hillside of the great river," referring to that tract of land lying about six miles back on either side of the Hudson, and approximately fifteen miles in length, embracing the present townships of Saratoga and Stillwater on the west and some territory on the east side of the river.

This tract was deeded by the Indians in 1684 to Philip Peter Schuyler and six other


To Speculator, for Lake Pleasant or for Indian Lake
Wells
ROUTE AND MAP SERVICE
AMERICAN AUTOMOBILE ASSOCIATION
437 Fifth Ave., New York
To Warrensburg, Chestertown, Schroon Lake and the Adirondacks
To Bolton, Sagamore and Ticonderoga
LAKE GEORGE
To Whitehall, Fairhaven and Rutland
To Granville, Pawlet and Manchester
Kingsbury
Hartford
S.Hartford
Adamsville
Conklingville
Hadley
Luzerne
GLENS FALLS
Warren St.
West St.
Hudson Falls
Ft.Edward
Day
W.Day
Hope Valley
Sacandaga
River
Northfield
Edinburg
Corinth
Argile
To Rutland, or to Vergennes and Burlington
Cranberry Creek
S.Corinth
Wilton
Ft.Miller
Northampton
Salem
Rexleigh
To Manchester
Mayfield
Clark Mills
Schuylerville
Greenwich
Hagadorn
To Gloversville, Johnstown and the Mohawk Valley
SARATOGA SPRINGS
Church St.
Maple Ave.
Lake Ave.
Broadway
Fish Creek
Cambridge
N.Y.
VT.
W.Galway
Galway
Ballston Spa
Saratoga Lake
To Utica; for 1) Rome, Watertown and the Thousand Islands 2) Syracuse and west
Hagaman
Spring St.
AMSTERDAM
Ballston Center
Malta
Maltaville
Stillwater
Buskirk
Eagle Bridge
N.Hoosick
Glenville
Burnt Hills
Hoffman Ferry
Minaville
Pattersonville
Mohawk
Mechanicville
Schaghticoke
Johnsonville
Valley Falls
Hoosick Falls
Potter Hill
Boyntonville
Hoosick
To Bennington
To Sharon Springs, Richfield Springs, Cooperstown and the Leatherstocking country
Mariaville
Scotia
SCHENECTADY
Union St.
State St.
Niskayuna
River
Waterford
Melrose
Pittstown
N.Petersburg
Duanesburg
Cohoes
N.Troy
Haynersville
Raymertown
Grafton
E.Grafton
Optional to Cooperstown
Latham Cor's
Watervliet
TROY
Brunswick Center
Petersburg
To N.Adams
Quaker Street
Dunnsville
Fuller
Altamont
Guilderland
To Oneonta and Binghamton
Guilderland Center
Old Plank Road
S.Troy
Wynantskill
Berlin
Gallupville
Knox
ALBANY
Toll Bridge
Defreestville
Sand Lake
For routes east see A.A.A. map of New England
New Scotland
Slingerland
Rensselaer
W.Sand Lake
Averill Park
S.Berlin
W.Berne
Berne
E.Berne
New Salem
Delmar
E.Greenbush
Alps
W.Stephentown
Unionville
Schodack Center
Hoag Cor's
Wemple
Reidsville
Clarksville
Cedar Hill
To Hudson, Poughkeepsie and New York
To Pittsfield
Stephentown Center
Stephentown
To S.Williamstown
Hudson River
E.Nassau
Hancock
Rensselaerville
Nassau
Brainard Sta.
Brainard
W.Lebanon
Coeymans
Ravena
N.Chatham
Malden Bridge
Lebanon Springs
To N.Adams
Old Chatham
New Lebanon
New Baltimore
PITTSFIELD

Detail map of the district immediately around Saratoga Springs, N. Y., showing the principal connections from Albany, Troy, Schenectady, Amsterdam, Glens Falls and Lake George; also from Pittsfield and Southern Vermont points. A useful feature of this map is the street names in the larger places; at the same time it gives the tourist a good general idea of the topography of the country, which includes mountains, lakes, rivers and many streams.

citizens of Albany. The tract embracing the present springs was called by the Indians Kay-ad-ros-se-ra, the "lake country," and was a favorite hunting ground, whose name is now retained for a considerable stream flowing through the county and emptying into the Hudson at Mechanicville. When the mineral springs were first discovered by the whites, they unwittingly called them the "Springs near Saratoga," though situated several miles distant from the real Se-rah-ta-gue, in another hunting ground; and thus the less distinguished robbed the more noted of its fame.

Saratoga is noted for its broad, clean, tree-arched streets, and numerous open spaces. A short distance away from the downtown districts one sees home-life, quiet or gay, sober or festive, in numberless houses stretching away through well-swept streets and boulevards. Around all this is the charming open country, with woods, lakes and meadows, and mountain ranges to fringe the blue horizon. Nearly every house has its own private grounds, and exhibits a refreshing freedom of design, as if the owners had their own ideas of comfort, and meant that their homes should express themselves.

If they do, then surely the Saratogans are a goodly people, hospitable and agreeable. Everything is neat as wax, and there is an elegance about the houses and gardens that is infinitely interesting and comforting. You cannot get a mile away from the business center without noticing the rural charm; and then it is you come to see how a place can be made or unmade by its environs.

Evolution of Broadway

There are men now living who remember the present magnificent Broadway, Saratoga, as a country road, bordered here and there by a house. Before the railway extended above Albany, stages ran back and forth through attractive country but over unimproved roads. The principal landmarks at that time were three unpretentious inns, bearing the same names and occupying the same relative positions as the Congress, Grand Union and United States hotels of today. Ballston and Lebanon Springs then disputed with it the right to be called *the* American Spa. A day at old-time Saratoga began with a walk to the Springs, a drink of one's favorite water and breakfast, over which one lingered—sometimes because the waiter enforced patience, but more likely because there was little else to do than to sit down on the broad, shaded piazzas and wait for noonday. The afternoon was much like the morning, and only the evening brought real entertainment.

But now the hotel is only a headquarters, while the lake and the country highways furnish the entertainment and recreation. Excellent roads lead in and out in every direction, and the nearby points of interest stand out the better because of their added accessibility. Within the past few years upward of $100,000 has been spent in local highway improvement. A wide boulevard with shade trees in the center and on either side, connects the city with Saratoga Lake, a broad and beautiful sheet of water set in attractive landscape. Over it moves throughout the season a cavalcade of gay equipages from early afternoon until after dark. Side by side in this procession are the motorcycle, automobile, barouche, landau and dogcart, the democratic carryall and the passenger omnibus.

With unsurpassed facilities for going in and out of Saratoga by road, new attractions offer themselves in surprising number. One may ride out to where Burgoyne surrendered his army, or trace the course of the waters from the "Ten Springs" on the north to the "Spouting Geyser" on the south. Then there is the interesting but no longer rival Spa, Ballston, with Round Lake and its assemblies, just beyond. Lake Lovely, Glen Mitchell and the incomparable hills invite the motorcyclist. Congress Park has always been a pleasant resort, with its winding drives, its rich green turf and its abundant shade—an ideal place. And only twelve miles away, with a fine road leading to the very summit, is Mount McGregor, where General Grant died. In fact, there is occupation and variety enough in and about Saratoga to keep time from hanging heavy on the hands of the most energetic pleasure seeker.

Saratoga a Summer Capital

More and more every year, too, Saratoga becomes a center from which other points of interest north and east can be comfortably and conveniently reached. One may come up from New York by train in less than half a day, or by road in a day and a half. Or the tourist may make a circuit by road of the nearer Lake George country—Fort Edward, Glens Falls and Lake George Valley—and return between morning and evening of a summer day. Bennington and Rutland, in neighboring Vermont, are almost equally near and as easily accessible. The motorcycle temporarily left behind, the railroad will carry one in half a day into the heart of the eastern Adirondacks or to Lake Champlain.

Newport has long since become the summer home of the ultra-fashionable, while Long Branch and Asbury Park, like the nearer resorts of Long Island, are practically suburbs of New York, peopled largely by those who attend to their business even while they pretend to be summering. But Saratoga is a summer capital, far enough away from Manhattan to deprive you for the time being of your business; and it gives you an opportunity to bring your two-wheeler along. There is a subtle charm about its very atmosphere that none can fail to detect, and few are able to resist. It is the resort of the energetic man of business, and to an unusual degree cosmopolitan. That it is not merely a Vanity Fair, however, is attested by the important meetings and conventions of many kinds held there during every summer.

Something About the Hotels

Last, but of considerable practical importance to the visiting motorcyclist, is that of hotel accommodations, in which respect Saratoga rivals Asbury Park and Atlantic City, though the "season" in the northern resorts is naturally shorter. About May Saratoga looks at the calendar and bestirs herself with active preparations for another season; from that time to November she is wide awake and never tires in providing entertainment for hundreds of thousands of visitors from all over the world. But the visitor from November to May is apt to conclude that everything is carefully laid away, to be brought out and brightened up at the first sign of the oncoming cohorts of the following year.

This year the Grand Union, which has gone under new management—that of Leland Sterry, of the "Breakers," Palm Beach, Florida—has been completely renovated and will open on Thursday, July 2, immediately before the Rally and race meet. It is conducted on the American plan—rates $5 a day up, with an a-la-carte restaurant in connection; and will remain open until after Labor Day. For the great majority who prefer less ostentatious and more moderate-priced hotels, there is a large number to choose from, American plan rates from $2 a day up, and a few on the European plan, the latter likely to be preferred by those who plan to make the hotel simply the overnight headquarters, and spend the days touring the surrounding country, which abounds in streams, lakes and mountains, all most refreshing to the summer vacationist. No one need stay away from the midsummer Rally and race meet on the score of expense as compared with any other first-class resort.

This is especially true in the present instance because MOTORCYCLE ILLUSTRATED has had representatives at Saratoga off and on for weeks past, taking up with hotel men, garage proprietors and the track management all the details incidental to the program. The plans have been worked out with a view of making the outing an inexpensive one for the riders, their expenses being confined to the road journey and the hotel outlay. The general program, with all its interesting variations, will be carried through at the expense of MOTORCYCLE ILLUSTRATED, as explained in detail elsewhere in this issue. On the whole, this outing offers the finest vacation opportunity ever presented to motorcyclists in the East, and it is only fair to assume that they will make the most of it.

LITTLE FALLS RIDERS PLAN 36-HOUR JAUNTS

LITTLE FALLS, N. Y.—Riders in this vicinity are planning 36-hour runs for the summer. They do not expect to ride 36 hours continuously, but are of the opinion that with Saturday afternoon and all day Sunday, eighteen hours can be spent on the road to good advantage, and that far more interesting trips can be made than if the riders spent only Sunday on the road. Among the so-called 36-hour tours planned by the Little Falls riders are the following: Schenectady, Saratoga, Lake Champlain and return; Catskill Mountains via Fort Plain; Delaware River by way of Richfield Springs and Oneonta; Syracuse, Auburn and central New York lakes; Utica, Lowville and St. Lawrence River; Utica, Auburn, Ithaca and Binghampton; Utica, Schenectady, Albany, Oneonta and Utica, and four or five other equally interesting jaunts.

All of these runs are from twelve to twenty-hour rides. They supply the demand for Saturday afternoon and Sunday trips and give a choice of about 5,000 miles of from fair to excellent touring roads.

CONVERTING KOREA BY MOTORCYCLE

Bad Roads, Nervous Natives and Fractious Donkeys all Contribute to a Rider's Anxiety but the Motor Two-Wheeler Still Does its Work

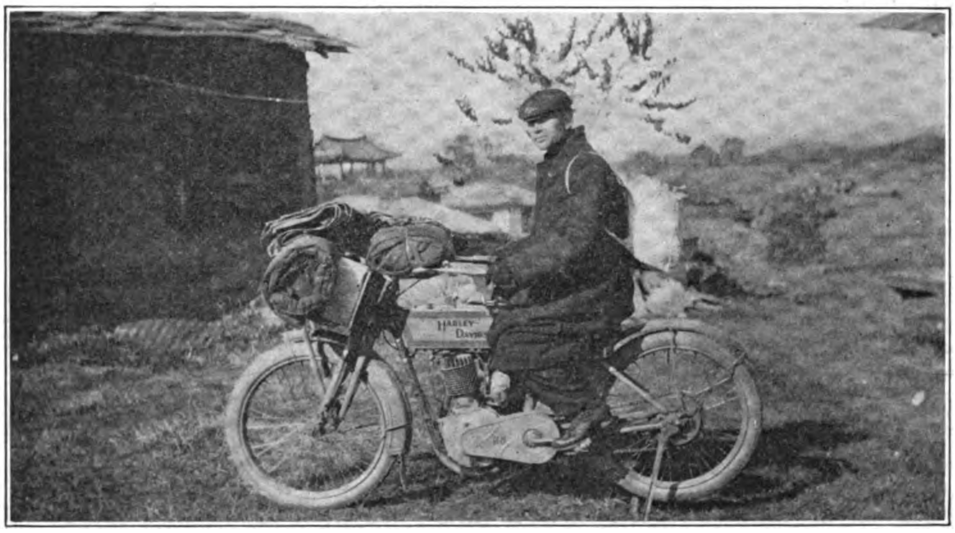
By Rev. V. M. Wachs—Written at Yeng Byen, Korea

LAST fall I received a request from Motorcycle Illustrated to write some of my experiences for publication. I immediately answered the letter and promised soon to send the material asked for, but months have passed and my attempts at photography have failed and the experiences with the machine are beginning to be so commonplace to me that I fear if I don't keep my promise at once my muse will entirely forsake me.

That you may appreciate better the few word pictures I shall attempt to draw for you let me call your attention to the background against which they are taken by giving you a general notion of the conditions to be met by the motorcycle that is to carry a missionary in his work of itinerating.

The Discouraging Road Conditions

Korea is a mountainous country. There has been little attention given to the roads during the long ages that this simple people have traveled to and fro on their ponies, cows and donkeys. These roads, or trails, follow the valleys, crossing over the mountain passes only when there is no way around. They are as crooked as only cows know how to make them. The smaller streams are bridged by rude bridges of limbs, rocks and dirt. During the rainy summer these bridges are either taken apart and stacked up above the high-water mark or are washed out by the first heavy storm. The large rivers must be crossed by ferry in the summer, but during three months of the year they are frozen over.



Rev. V. M. Wachs Ready for an Extended Motorcycle Journey

There is as yet no limit put on speed by law in Korea. Such laws are useless for at least two good reasons. In the first place, the speed fiend has not yet arrived, unless he came with the consignment of Harley-Davidsons that came into the country last summer; in the second place, there is not a village of five or more houses where there are not one to a dozen monitors that look after the speed fiend, should he happen along, far more effectively than any number of mounted brass-buttoned policemen. These monitors are nothing more than ditches dug across the road, usually full of the foulest slush.

Dodging Becomes a Fine Art

The roads, however, are not the only obstacle in the way when one attempts to travel on a modern vehicle at the rate so familiar to the westerner. The people and their animals have to be reckoned with. A rock, ditch, or bridge can be depended upon to stay in place while you attempt to pass, but a donkey and a woman with a baby on her back are very uncertain quantities. The Korean is a great traveler, and one of the greatest pedestrians in the world. As I meet these travelers walking or riding their various beasts of burden, at times I am disgusted with their stupidity; at times I am enraged at their sluggish movements; sometimes I pity them because of their helplessness, and sometimes I love them because of their good nature and willingness to help me over a mountain pass or stream. When I meet a proud old gentleman of the old school who persists in staying on his horse as though he were used to motor vehicles all his life, until the horse leaves him sitting hatless and shoeless in the middle of the road, while the sensible horse takes to the mountainside to view the new wonder from the west at a safer distance, I see in it a parable of Korea itself. This "Hermit Nation" has disdained the world outside until suddenly it finds itself stripped of all its former dignity, sitting by its own roadside while civilization goes thundering by.

One of my first adventures to give those who so kindly advised me not to squander my money on such an impractical thing as a motorcycle a chance to talk was to jump over a five-foot embankment and bend the front fork of my machine. The breaking in of a new machine in a land without roads was not altogether easy for one who had had no experience, but while I have since run off of banks and collided with calves and donkeys nothing has injured the machine as much as that first leap.

Bumping a Donkey Amidships

I scarcely ever take a trip when I do not have some experience that would be worth showing on a cinematograph film. You who have tried riding in mud and snow can well imagine what would happen if, added to the difficulty of the mud or snow, you had to negotiate ten semi-circles to the mile. Well, it has all happened to me, with nothing more serious resulting than a bent pedal or a bruised shin. However, not many of you who ride in a civilized country have the fun of hitting a donkey amidships.

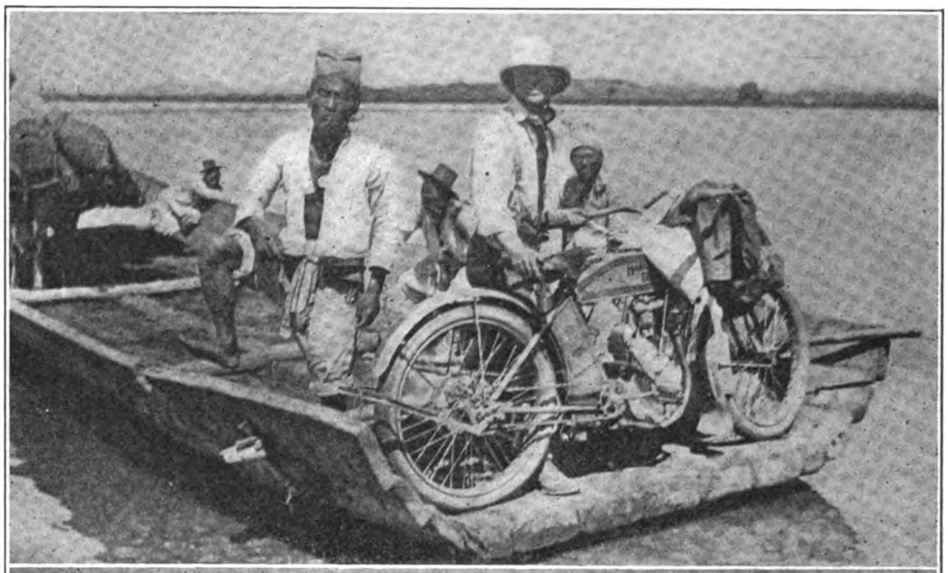
One day as I was riding along on a pretty decent piece of trail I saw coming along in his customary leisurely manner a native with his donkey laden with two bags of rice. I slowed up and told him to catch his "naguee," but instead of catching it he took his switch to it and it turned across the road just in time for me to hit it in the flank; then I hit the road. It will not add dignity to my profession to tell what I did next. On this same trip I met a "mapoo" (horse coolie) riding his pony. Just as I got opposite him the pony wheeled about and started to run alongside of me as hard as he could dig. Of course, I would not see my machine disgraced by being outrun by a Korean pony, although the roads were full of ruts and stones, so I made use of the ready pick-up power of the Harley-Davidson "5-35" and soon had the best of the horse. But just as I passed the horse I sneaked a last glance out of the corner of my eye and saw the poor rider go rolling off backward among the rocks. My conscience would not let me leave a cripple by the side of the road, and as there was no one about to mob the "foreign devil," I stopped and went back to see how many bones were broken. He had some pretty bad bruises, but that was all.

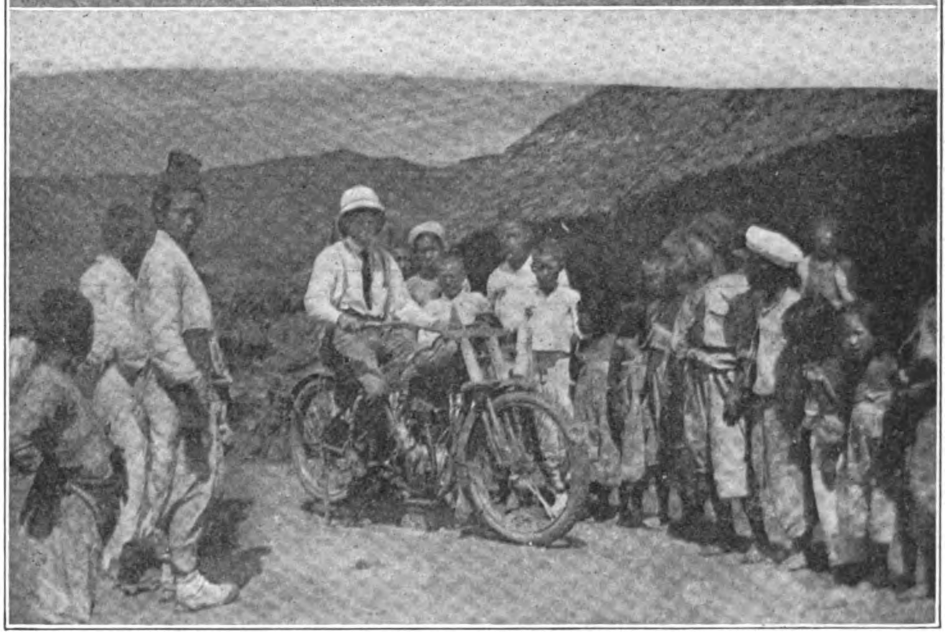
Something New in Touring

On one round trip of 300 miles over hills, rocks, through streams and some mud, I found myself one night in the midst of a country of red clay. It set in to rain in the evening and kept up a steady downpour all night long. I had twenty miles to go the next day to make the schedule that I had mapped out for myself. I knew it was useless to attempt to start out in such mud, and as the weather was growing cold very rapidly, I decided to do the only thing I could, eat rice and eggs another day and wait for a freeze. The freeze came and the next morning I hit the bumps and plowed through the ice for an hour and a half and spent a half hour trying to find a way across a stream.

During this time the sun was working my undoing. After going over a long gravelly hill I found myself suddenly floundering around in the mud. It was not long until I was spilled, and then stuck. The wheels would no longer go round, for the clay packed solid between the mudguards and the wheels. There I stuck from ten o'clock in the morning until three in the afternoon, by which time I succeeded in getting a bull cart to haul me and my helpless machine the remaining five miles of my trip. I loaded the machine in the cart and tied it in an upright position, got astride of it and rode on triumphantly. I would give five dollars to have a good photograph of the outfit as it went lumbering along through the mud. It certainly was an unusual way of motorcycling.

Crossing a Korean Lake on a Crude Ferryboat, Propelled by Hand Power





The Author and His Mount Greeted in a Village by a Crowd of Curious Natives

Two Typical Trips

My wife and I are both enthusiastic over the motorcycle, as it makes it possible for her to make many trips that she could not make without. Not only would the expense of jinrikisha, pony or chair be such that we could not afford to indulge very often, but the time it would take would make too many nights away from the babies. For an example of what it means to us in this way, let me describe our last two trips together. A week ago on Sunday morning we left Yeng Byen a little after eight, went out twenty-three miles and back and I preached at two places and wife taught a Sunday school class, and we were back before five in the afternoon. If I had made the same trip traveling the way I did before I got the motorcycle I would have been gone the better part of two days.

Yesterday morning we left here and in a few minutes over two hours we were ready to announce the hymns in a little church twenty miles from here. From there we went six miles through the thawing snow and slush. After holding a service we went another five or six miles, through water and mud. We came home this forenoon through a misty rain and no little mud. Along with these difficulties there were plenty of icy hills and deep ditches across the road to tax my skill in getting the proper relations between clutch slip, spark advance and gasoline supply. It is no small test of the pulling power of a motor to carry a load of 310 pounds through three or four inches of mud and water, but as long as we could stay on top and where the grade was not too steep it kept us moving faster than anything else on the road.

If I have the good fortune, as I trust I may have, to travel this country for five years more, I ought to be able to come home and show the young bloods a thing or two in real endurance runs.

Outlook Is Not Bright

For the reasons to which I have just called attention it is unlikely that Korea will afford anything like a fertile field for motorcycle sales for many years to come. Certainly it requires a good deal of nerve and considerable physical hardihood to use a motor two-wheeler over the poor apologies for native roads, and it must be admitted that there is no immediate prospect of a marked improvement. In the first place, the average native is quite content to do things as his father and grandfather did; to ride his donkey or drive his rickety cart. Secondly, there is very little money at hand with which to purchase the necessities of life, not to speak of motorcycles. All in all, Korea is about as poor a motorcycle sales field as I can well imagine, but I must state frankly that I do not know what would happen to me if I should be deprived of my trusty mount.

The harder the service that is demanded of a motorcycle the greater the pride of the rider in his accomplishments, and in Korea the motorcyclist certainly is justified in exulting over his achievements. It will be difficult for the motorist in the United States to appreciate all the hardships of travel in this slow-moving country. Even in remote districts in the States some thought is given to providing for the road traveler, but here it is largely a matter of everyone for himself. A mud-hole in the center of a road near a fair-sized town may remain unfilled, a constant menace to travelers, for years before anyone will think of dumping in a cartload of dirt. Korea certainly is not a touring field for the average motorcyclist.

JUST IN FROM THE ROAD

BY COURIER

THERE have been quite a number of inquiries concerning the reason that we keep to the right in this country and the English keep to the left, and I herewith give the explanation which sounds most reasonable. In the days when men carried shields and swords or spears, a man on foot kept instinctively to the right so that his shield would protect him from an enemy who was passing. His shield being on the left arm, he passed to the right. A mounted man, on the other hand, kept to the left in passing, as he would thus keep the other man on his right where he could get the full swing of his sword arm. The British Isles had herds of wild horses long before the Romans came, whereas France and Germany did not; hence the tendency of the islander horsemen to keep to the left and the continental footment to hold to the right. Customs die hard in all countries, and today English foot traffic keeps to the right while wheeled traffic keeps to the left. Being all foot-men when this country was settled, our ancestors kept to the right, as was the custom in their home countries, and the habit has stuck.

Illuminate the Plate

IT is right and proper just now to warn all riders about illuminating the license plate, especially if they ride or intend to ride in New Jersey. Owing to the habit of riders keeping their plate on the under side of the handlebar or diagonally along the left forkside, the Jersey authorities have issued an edict that the license must be illuminated at night at all times. This will enable the officers to read the numbers on the plates without standing on their heads, as is almost the case with the present custom, and it will bring the plate where it belongs — at the rear. Courier asked one rider who hung the license plate on the left handlebar how he would light it at night, but got no answer. Possibly he intended to carry a lamp on his knee for the purpose.

Benzine for Tire Work

SEVERAL queries have come in as to the action of benzine in tire repairs, and a question has been raised as to whether it is superior to gasoline for the purpose. Well, *benzine* is a petroleum product whose specific gravity varies from 0.68 to 0.73, and is only another name for what we get now as gasoline. So that there is actually no difference between the two, and the name is simply a fancy one, given by druggists or painters to gasoline, as far as the motorcyclist is concerned. But there is another *benzene,* spelled differently and pronounced the same, that will not do for tire repairs. It is an oil derived from coal-tar, very greasy when rubbed between the fingers, and does not evaporate like naphtha, gasoline, or benzine in a short time. This benzene should be left severely alone, and to avoid all misunderstanding, either naphtha or gasoline should be asked for.

The Back of the Piston Rings

VARYING compression in either cylinder of a twin shows, generally, a stuck or worn piston ring, usually the former. The injection of kerosene usually helps to cut part of the gummy oil away, but it is always a good thing to take off the cylinder and examine the rings, especially if the motor has not been taken down after a thousand miles or so of service. Where the rings stick most are in their grooves and at their backs, and unless the kerosene effectively cuts the gummy oil and carbon at those places, it means simply putting off the inevitable overhaul until the loss of power demands it. If the kerosene is not evaporated before the motor is used again, there is a chance of its being burnt to carbon and adding to the gum in the grooves. But kerosene evaporates quite rapidly and there really is no excuse for using the motor again until the cleansing solution has entirely passed off.

Gasoline Leakage

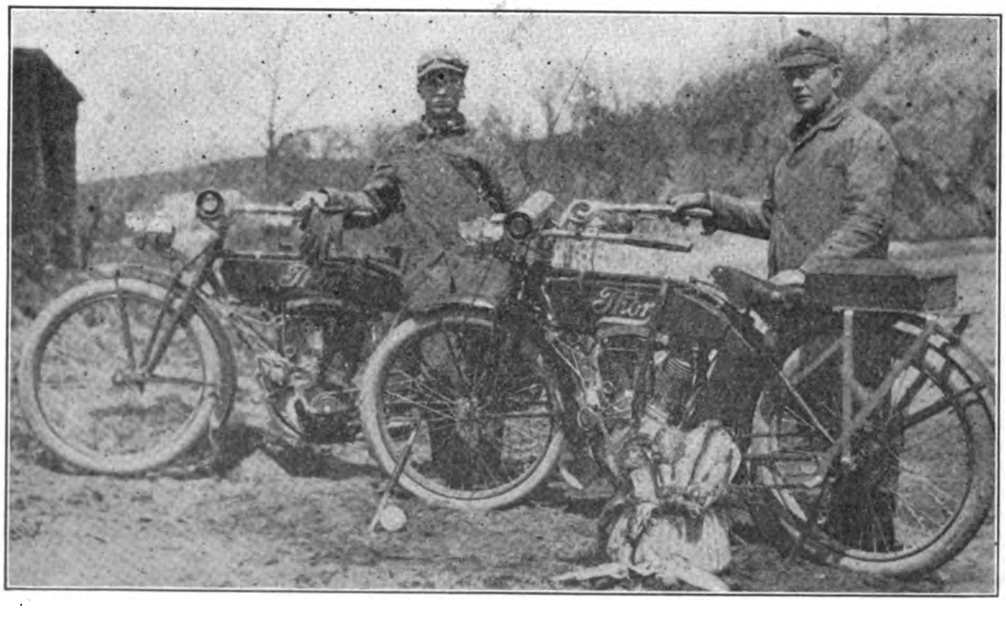
LEAKAGE of gasoline from either the fuel pipe or through a crack in the tank are not only wasteful, but dangerous. A good popback plus a leaking gasoline tank has transformed a first-class motorcycle into a snarl of annealed iron in all too many cases. Temporary repairs to leakages are very simple: the hole or crack can be plugged with ordinary soap, green leaves, chewing gum or chewed bread, held in place by a wrapping of tire tape. By the way, it should be remembered that gasoline loves rubber, so the tire tape is no good by itself.

Broken Oil or Fuel Pipes

ALTHOUGH breaks in oil or fuel pipes are not nearly so common as they used to be, occasionally a fall or collision will snap one in two. If this happens to an oil pipe, a number of splints cut from a lead pencil or from a neighboring fence should be set over the broken ends and kept in place by wire, string or even tire tape. Leakage can be prevented by coating the crack with tire cement or chewing gum. For a break in the gasoline pipe, the splint method can be used also, the "stopper" being of green leaves, gum, etc. Even if only a sort of botch-job has been done, the rider can generally get home by careful running.

When to Declutch

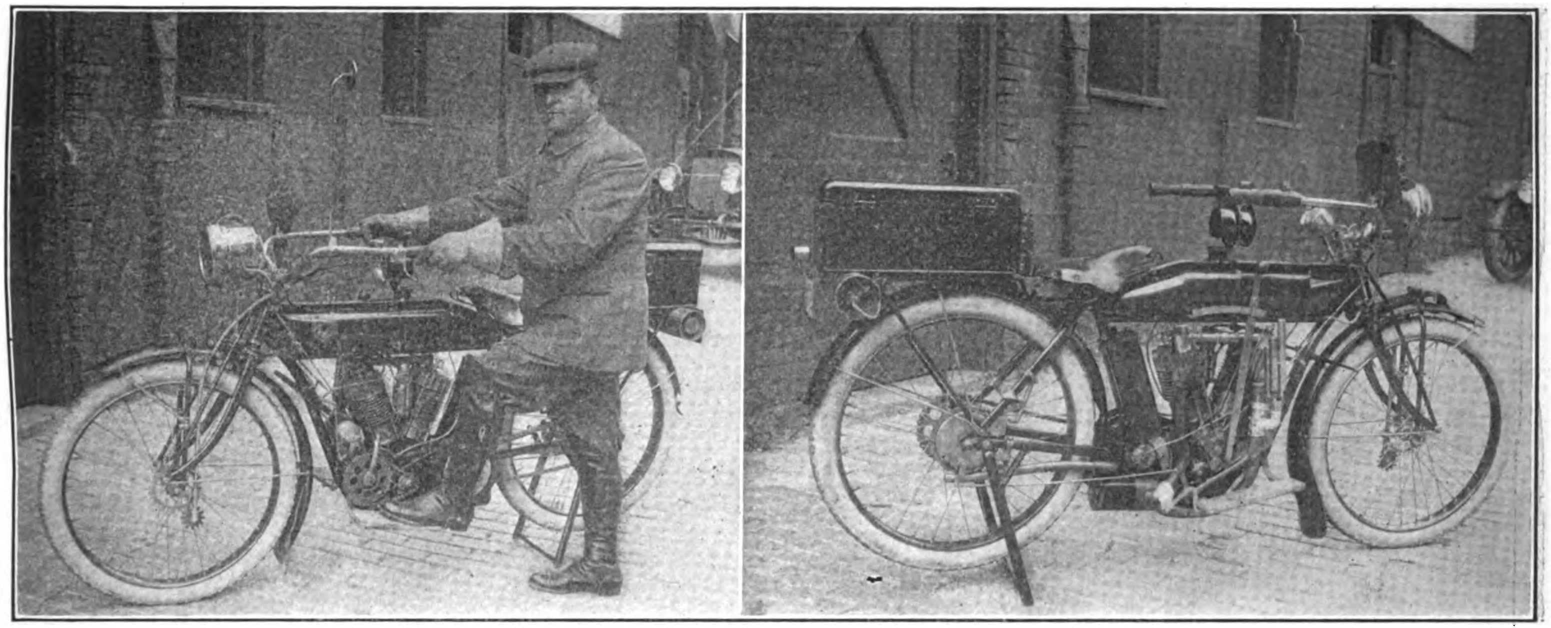
MISUSE of the clutch is the cause of more motorcycle troubles than most anything else except improper lubrication. We are all too familiar with the throttle dumper or "hustler," and with the muffin-head who starts off with his motor running at 3,000 r. p. m., and the clutch jammed home. But apart from these there are plenty of other riders who could if they would save tires, transmission and motor by a little forethought in manipulating the clutch lever or pedal. The desirable saving would come about if the rider "rolled" over bad places with the clutch free instead of driving them over under power. Such places are railroad crossings, loose stone patches, sand holes, and corners that slope in the wrong way for safety.



Bob Halter and Billy Ernst, Two Thor Enthusiasts of Albany, N. Y., Who Believe Their Motorcycles and Fishing Rods Make an Ideal Combination for a Day's Outing

ALTOONA RIDER BELIEVES IN SETTING A GOOD EXAMPLE

By Keeping His Motorcycle Clean and Using Ingenuity in Equipping It He Has Obtained Maximum Safety and Remarkable Service with a Very Small Outlay.



It Will Be Noted That the Extra Fittings and the Large Box on the Carrier Do Not Make the Machine Appear Cumbersome

ONE of the most interesting letters received in some time comes from D. F. Noll, of Altoona, Pa., who owns the Indian machine shown in the accompanying photographs. The motorcycle is a 1912 model, but it will be noted that it is in remarkably fine condition. This is accounted for by the fact that Noll has given much more thought to equipping his mount and keeping it in trim than is devoted by the average motorcyclist to these important details.

Consider, for example, Noll's ingenious method of operating his Aermore exhaust horn. Examination of the photo at the left will show that a bracket is clamped to the inlet of the exhaust pipe, and that a lever extends in letter Z shape to a wire which is attached to the horn valve lever. By placing the heel of his shoe on the raised part of the Z lever at the rear of the footboard, and his toe on the foot brake lever (just under the horn), Noll is enabled to operate the horn and the brake at the same time. He has found this a very convenient arrangement and one that makes for safety, especially where it is desirable to keep both hands on the handlebars. The Junior Long horn on the top tube of the motorcycle can also be operated in a second's time.

Another unusual feature of Noll's machine is found in the guard clamped to the front downrunner of the frame. This guard is made of soft steel, weighs one and three-quarter pounds and is twenty inches long over all. In case of a fall on either side, the guard strikes the ground and thus receives much of the shock that would otherwise be imposed upon the motor or other mechanical fittings. If the guard is damaged in a fall it is quite a simple matter to bend it back into shape. Noll states that he has taken tumbles on rough and rocky roads while traveling at 15 to 20 miles an hour and that his mount has escaped injury owing to the guards. It will be noted that he has also attached tandem footrests to the rear diagonal tubes.

The steel box on the luggage carrier appears to be unusually large, but Noll states that he does not find it cumbersome or in any way annoying. The box, which was built to Noll's order, cost $2.50 and is 8 by 8 by 18 inches. It rests on four ½ by 1¼ inch rubber washers, through which pass 3/16-inch bolts, holding the box firmly in position. The Prest-O-Lite tank is fastened under the box by two bands of steel ¾ by 3/64 inch, and four 3/16 inch bolts.

The Old Sol lamp in front is supplied through a copper tube extending underneath the gasoline tank, with rubber hose connections. The license plate and the red reflex light are attached to the box at the rear end by a neat bracket. Noll argues that the gas tank should not be carried on the handlebars, and that it is hardly safe to carry it clamped to the front tube just forward of the footboards; in his opinion the rear position is the only wholly satisfactory one. It will be seen that a mirror is carried on the handlebar and also a watch in a handlebar case. Noll states that he gives particular attention to keeping his mount clean and that it is his policy to keep all small tire cuts filled with a good filling.

CARRYING A SUIT CASE ON A LONG ROAD TRIP

THE tourist who straps a bag or suit case to a luggage carrier will be sure to find that the rubbing of the metal is playing havoc with the leather of the suit case. This can be avoided to a considerable extent if proper care is taken. A cushion, such as can be bought at most motorcycle agencies, should be strapped to the carrier before the luggage is added.

If a cushion is not available, one or two thicknesses of heavy carpet can be made to do duty instead. Take pains to have the suit case strapped firmly in place, and the padding beneath will prevent serious injury.

Remember that a small bag is better than a large one; the heavier the weight on the luggage carrier, the more difficult it is to balance the machine on sandy or muddy roads. On my first tour—merely a matter of five hundred miles—I carried a full grown suit case, packed full. The result was that I took a pretty flop in the first sand bed I struck, as the flexible metal of the carrier made it extremely hard to hold the motorcycle upright. It might be added, however, that present day luggage carriers are made in a much more substantial manner than that antique specimen which dumped me off into the sand. On my last trip—more than two thousand miles—I carried a small hand bag lashed to the conveyor. When packed full it weighed not more than ten or fifteen pounds. The experienced tourist dislikes to burden himself with unnecessary duffle. If one knows exactly what his route is to be, he can easily send extra clothing, etc., on ahead by express or parcel post.

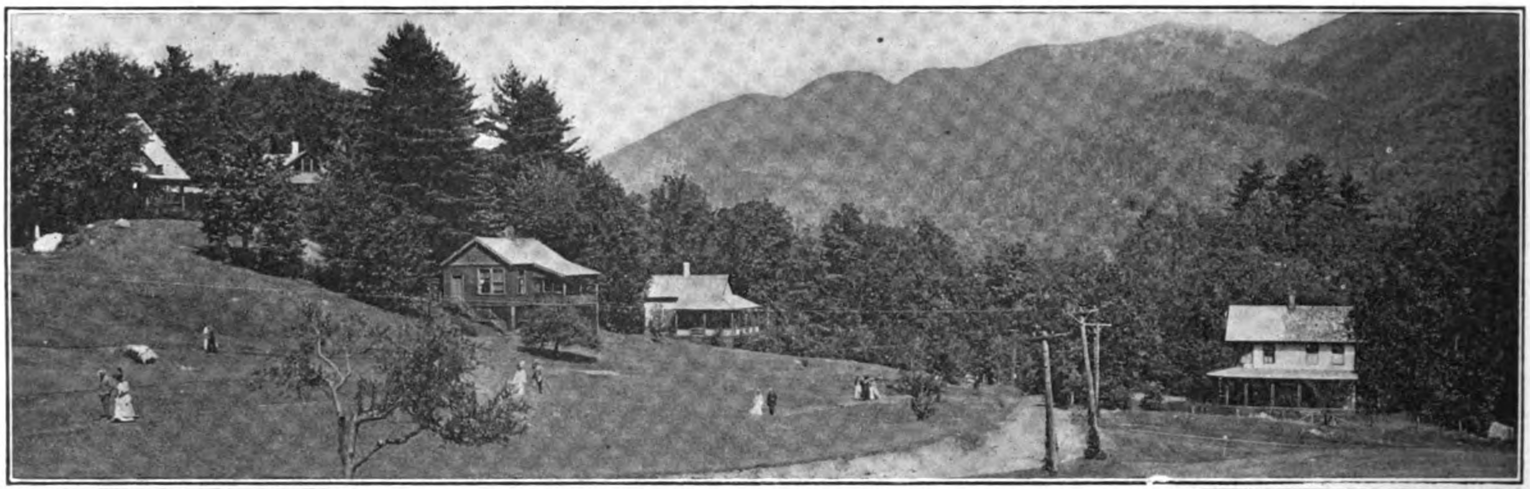
"SOMETHING TO DEPEND ON."

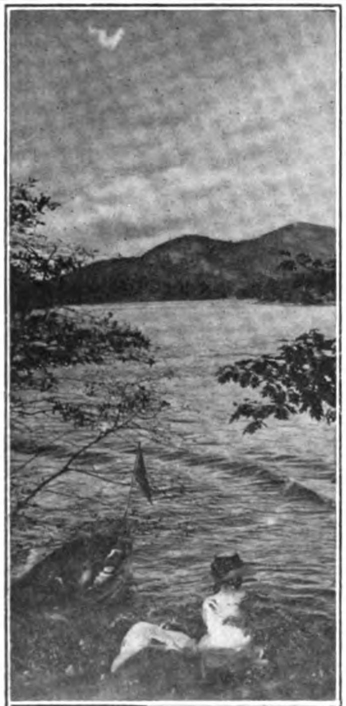
"I value 'Motorcycle Illustrated' very highly. It has helped me out a good many times. I find it very reliable; something to depend on when in trouble." —W. E. Tuttle, King City, Cal.

ILLINOIS COUNTY COMMISSIONERS

Fred W. Sullivan, State F. A. M. Commissioner for Illinois, has appointed the following county commissioners: Grover C. Crouch, 20 North Jackson street, Danville, and Otto C. Smith, 704 Market street, Mount Carmel.

Through a Summer Paradise by Motorcycle





Above are seen the cottages of the Ausable Club; at the left is a view of Lake George, taken at Hague; below, at the left, the Hanging Spear Falls in the Opalescent River, on the way to Mount Marcy from the south; at the right, the Keene Valley as seen from Keene Heights; below, at the right, North Pond, near Schroon Lake.

IF the motorcycle tourist wants a vacation which will take him into one of the garden spots of America, a country of splendid roads through virgin forests, of crystal lakes where trout and bass abound, let him make a tour of the lake and mountain region of northern New York.

The Adirondacks of the glorious East can hold their own with the far-famed glorious West. The Great North Woods of northern New York State are sublimely beautiful. And, before narrating the program of recreation that is the object of this writing, let it be understood that for the most part those same North Woods are sublimely silent and restful—it all depends on where you go. Let us on with the trip, and the unfoldment of our tale will come as we journey.

First, we may consider Saratoga Springs, the scene of Motorcycle Illustrated's big rally, July 3-5, and in many respects one of the gayest summering places in all the land. Saratoga will arise this season in all the glamor of its past, through its racing. For those who love thoroughbreds and the sport of kings, the Saratoga season, August, presents a rare succession of thrills. And Saratoga has other attractions. It is still the "Queen of Spas"; still the Saratoga of great hotels and handsome private residences, of magnificent parks and luxuriantly shaded boulevards. As a tonic for the overworked, an invigorator of the physically exhausted, the Saratoga waters are unexcelled. Its springs, for instance, have been proved by medical experts not only to parallel in healthful qualities, but even to exceed the waters of Marienbad.

From Saratoga northwards the scenery begins to exercise its magic spell. The great wooded hills begin to take on the proportions of mountains, and exquisite lakes are cradled at their bases. Is there anything finer in England's celebrated lake country than the mirror-like Placid, or Lake George, dreaming under the clear radiance of a summer's moon? Lake George, by the way, is worthy of special note.

Motor Boat Races on Lake George

A program of extraordinary interest will be presented at Lake George this season. In addition to the regular regattas held during the month of August, there are to be the international motor boat races for the championship of North America, July 29, 30 and 31. For the past nine years the Gold Challenge Cup has been held by the various clubs on the St. Lawrence. The race is held at Lake George this year because the motor boat "Ankle Deep," owned by Count Casimir Mankowski, as the representative of the Lake George Regatta Association, won the Challenge Cup last summer at Thousand Islands.

The new race course is ideal in every way. Owing to the fact that there are no currents or tides in Lake George, and that there will be turns of half a mile, there is every reason to believe that the course will be the scene of the fastest races ever held. With its bathing, boating and excellent fishing, the lake is naturally the great attraction of the surrounding territory, but the good roads that wind around the hills offer opportunities for alluring spins to the motorcyclist. Riding is delightful on the well-selected trails of the Empire Touring Association.

Following the brilliant events at Lake George and Saratoga, the scene changes to another spectacle and the motorcycle tourist is invited to Lake Champlain.

Great Centennial Celebration

At Plattsburg, September 6 to 11, will be celebrated the centenary of two of the most memorable battles in American history—the battles of Plattsburg and of Lake Champlain. If we remember our history correctly, Commodore MacDonough's victory on the lake was the most momentous naval engagement participated in by the United States from its earliest history down to the Civil War. This victory checked at the outset the British invasion from Canada, and its far-reaching promise was fulfilled. It marked the beginning of a hundred years of peace between the English-speaking people.

The celebration is now in the hands of a commission appointed by the Governor of New York, and an elaborate program is being worked out. There will be military and naval parades, the gathering of notable personalities, magnificent historical pageants amid the impressive pageantry of nature. There will be displays of fireworks on the water at night. One can fancy the sky streaked with brilliant light and the lake turned into a flashing mirror, with the stirring music of bands weaving harmonies among the hills.

Here, the motorcycle enthusiast can find all rolled into one, many pleasant and thrilling vacations. One can mingle with the gay crowds, bowl along the splendid roads, or dream, read and fish among limpid streams and lakes, and in the shadow of silent mountains.

Where the Fish Really Bite

Speaking of fishing, it is in this summer paradise that the fish really do bite. Off from the beaten path, but in the same territory as the more celebrated spots just named, are a group of beautiful lakes: Schroon, Echo, Brant, Friends', French and Loon lakes. Here the ever-wary trout may be tempted to rise for the fly; big lake trout, black bass of splendid proportions, and pickerel, all are plentiful. One may pitch his camp on the edge of any of these crystal lakes, put up at some forest inn or comfortable boarding house and enjoy almost unbroken communion with nature for weeks at a time.

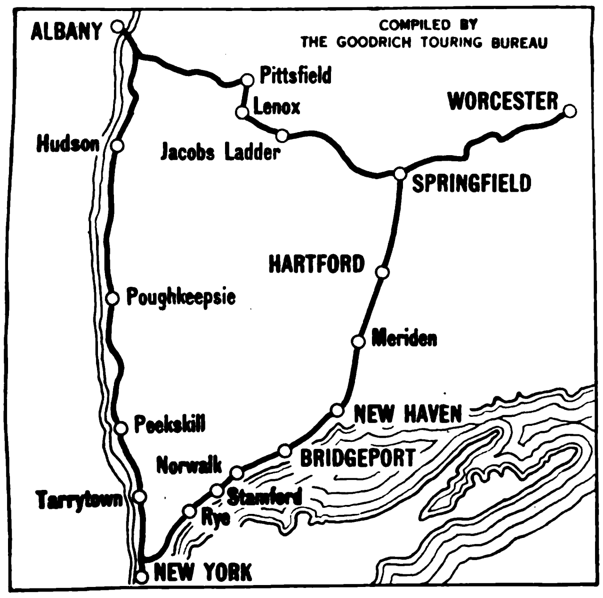
HARLEY-DAVIDSON CLUB'S ANNUAL RUN

WITH sixty starters, about fifty of whom finished, the Harley-Davidson M. C., of Philadelphia, Pa., held its annual endurance run Sunday, June 21. The course covered 238½ miles and lay through Pennsylvania and New Jersey. The schedule called for an average speed of twenty miles an hour. A number of out-of-town riders participated in the run, the largest delegation of this kind being from Wilmington. Ten riders from this city entered the run. Seven sidecar outfits entered the run, four Harley-Davidson combinations and three Indian turnouts. All but one of the sidecar contestants finished.

From the Harley-Davidson M. C. clubhouse the endurance riders traveled to Doyleston, Easton, Hackettstown and Morristown, where an hour stop was made for lunch. Newark was the next control, and leaving this point the riders went southward through New Brunswick and Trenton to Philadelphia. Howard C. Kolp, riding a 4-h. p. Harley-Davidson, 1911 model, was the first at each checking station.

TO ORGANIZE TOUR

A number of members of the Quincy (Ill.) M. C. contemplate touring to the National F. A. M. Convention at St. Louis, and are now working on plans to organize a tour for the clubs along the upper Mississippi valley. Members of the clubs at Keokuk and Burlington, Iowa, have signified their intention of co-operating with the Quincy enthusiasts in making the tour a success. It is the plan of the Quincy riders to make the trip in easy stages.



Route of the Third Annual Endurance Run of the Worcester (Mass.) M. C. to be Held July 3-4

PHOENIX TO CANADA ON AN EXCELSIOR

PORTLAND, Ore.—En route to Canada, where he intends to invest in property, E. R. Veale, of Phoenix, Ariz., riding an Excelsior motorcycle, arrived in this city on the morning of June 5. Fourteen days before he had left Phoenix, having made the trip to Portland without mishap. Veale's experience was unique in that he had not found it necessary to make any adjustments to his machine, not even to the extent of fixing a puncture. "For the most part," writes Veale, "the roads are in fairly good condition, although for a stretch of 75 miles the roads were such that I could barely make any progress." In crossing the desert he guided his machine through the wagon ruts, which comprised the most exacting and difficult test of the trip. On arriving in this city, Veale reports that, all things considered, the trip had been a most enjoyable one.

LANG SEEKS RIDING PARTNER

Arthur Lang, of the tool department of the Harley-Davidson Motor Company, Milwaukee, Wis., is contemplating a three weeks' tour to New York, which he expects to start early in July. Lang, who is an experienced rider, would like to hear from any other riders planning similar trips in the hope that they may be able to make the eastward journey together

TOPEKANS ENDORSE COFFMAN

From M. E. Harding, secretary of the Topeka (Kan.) Motorcycle Club, comes the announcement that the club went on record at a recent meeting as unanimously endorsing the candidacy of A. B. Coffman for president of the F. A. M.

Harry N. Martine, of Los Angeles, Cal., has just started on a motorcycle trip which he plans to extend over 20,000 miles.

A CROSS-COUNTRY TANDEM TOUR

Charles E. Bedwell and Fred Royer, both of Terre Haute, Ind., are shown in the accompanying photograph. The picture of the Terre Haute riders was taken on June 17, in front of W. Bell's Pope agency in Kansas City, at which place they stopped on their cross-country trip to San Francisco. Bedwell and Royer are making the trip on a 5-h. p. Pope single, the latter riding tandem. Although they struck some bad weather and rough going between Terre Haute, they report that the little Pope had no difficulty in carrying them both. Bedwell has been riding the same machine for more than a year.

BELL & LAWRENCE.
AGENT FOR
POPE & THOR M…RC…LES

NO PERFECT SCORES IN QUINCY RUN

Quincy, Ill., June 22.—The Quincy M. C. staged an endurance run yesterday over a 135-mile course. An abundance of tire trouble peculiarized the run and prevented perfect scores. There were several accidents, in which a couple of machines were badly damaged, but no riders were injured. Eleven riders finished, but none kept their scores intact.

SOUTHERNER'S RECORD JAUNT

P. M. Huff, agent for the Harley-Davidson at Greenville, S. C., established a record on a recent run to Atlanta, Ga. Huff left Greenville at 8 a. m., Eastern time, which is 7 a. m. Atlanta time, and reached the latter city at 1 p. m., averaging 30 miles an hour. On the following day he made the return trip to Greenville in the same time. Particular mention is made of the fact that Huff made the road trip without any machine adjustments.

LEROY'S CROSS-COUNTRY TRIP

In Spite of Heavy Physical Handicap Los Angeles Tourist Successfully Finishes 3800-Mile Journey to New York

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NO MOTOR TROUBLE FROM COAST TO COAST

Alfred LeRoy

ALTHOUGH his journey was a leisurely one, free from even the remotest consideration of speed records, Alfred LeRoy, who pulled into New York City, June 19, after traveling by motorcycle from Los Angeles, Cal., is being properly credited with one of the most remarkable trips in the annals of American motorcycledom. LeRoy, who has long been a familiar figure in Pacific Coast motorcycle runs, lost both legs at the hips and also sustained injuries which necessitated the amputation of his left arm at the elbow in a street car accident years ago, but in spite of these seemingly overwhelming handicaps he is a consistent motorcyclist; just how consistent, may be gauged by the tour he completed last week.

Seated in the Superior sidecar illustrated on this page and driving his Thor 7 two-speed, LeRoy left Los Angeles on April 26 and plugged steadily across the continent in the face of obstacles which would have discouraged many a rider of perfect physical makeup. For a considerable part of the way he followed the route chosen by Erwin G. Baker on his record-breaking dash from coast to coast, and the surfaces ranged all the way from desert sand and rocky trails to mud which caked up and stopped the wheels. At no time did the nervy tourist find it necessary to seek aid, although he admits that he had one or two tight squeezes.

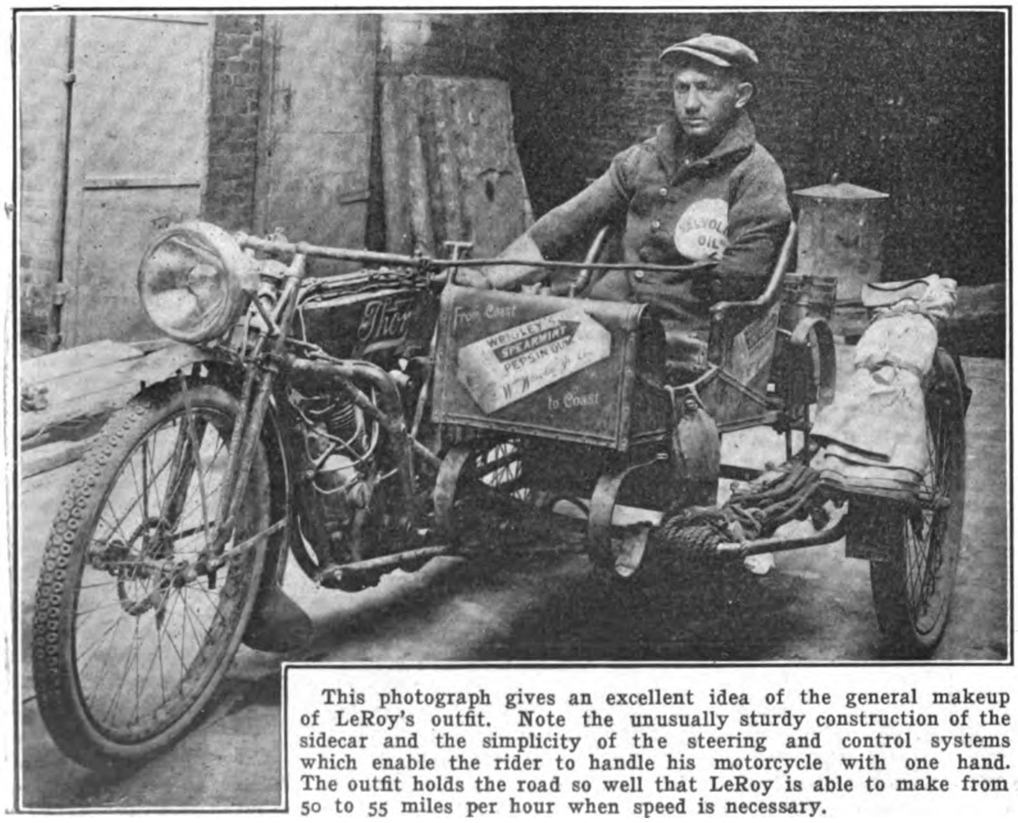
One of the most noteworthy features of the trip was the no-trouble performance of LeRoy's Thor. The motor gave him absolutely no worry from ocean to ocean. On arriving in New York LeRoy had the valves of his motor reground and the powerplant was given a thorough cleaning, by way of preparing for his run back to Chicago, but that summed up the work that was considered necessary on the machine after its gruelling 3,800-mile journey. Of almost equal interest was the service given by the Pennsylvania Vacuum Cup tires with which the outfit was shod. They came through without a single puncture. LeRoy is also anxious to have due credit given the Renold chain with which his motorcycle is fitted. He states that he carried chain tools and extra links by way of being prepared for trouble, but that he was never called upon to use them.

An Impressive Outfit

When the outfit was ready for the road it weighed in the neighborhood of 700 pounds. The roomy tank, which will be noted in the foot of the sidecar, carries five gallons of gasoline and an extra oil tank has a capacity of two gallons. LeRoy used Valvoline oil throughout his trip, and credits much of the perfect working of his motor to this lubricant. On a grid at the rear of the sidecar was carried a trunk, and additional luggage was stowed in a suitcase fastened to the luggage carrier of the motorcycle. The rope seen below the sidecar in one of the photographs was used in connection with a block and tackle to pull LeRoy and his outfit out of one or two of the particularly bad mudholes, and the canvas strapped to the sidecar mudguard was spread beneath the wheels now and then when it was impossible to obtain traction otherwise.

LeRoy's route led him from Los Angeles over the Sunset Trail to Victorville, Daggett and Needles at which point he crossed the Colorado river into Arizona. He crossed that state via Kingman, Ash Forks, Flagstaff, Holbrook and St. John and then dropped down to Springerville before going over into New Mexico. His route then carried him through Magdalena, Socorro, Albuquerque and Santa Fe to Raton and the famous Raton Pass. This pass necessitates a climb of 8,600 feet, and that LeRoy was able to negotiate it at all speaks volumes for his skill as a driver and for the serviceability of his motorcycle. After conquering Raton Pass the tourist proceeded into Colorado, going through Trinidad, La Junta, Las Animas and Lamar and then passing eastward into Kansas. In this state he struck Syracuse, Garden City, Dodge City, Great Bend, Newton, Emporia and Kansas City and heading northward he continued through St. Joseph, Mo., and over into Iowa. After touching at Des Moines he headed for Davenport and then rode from Moline to Dixon, Rochelle and Geneva on the road to Chicago.

From Chicago he proceeded to Toledo, Cleveland and Buffalo; thence across New York State to Albany and down to the Metropolis. On the return trip LeRoy plans to stop off in Chicago long enough to obtain a new Thor and his itinerary will then carry him to Denver. From that point he counts upon shipping his outfit out to Los Angeles, because he does not wish to subject his new machine to the hard usage of the full trip to the coast.



This photograph gives an excellent idea of the general makeup of LeRoy's outfit. Note the unusually sturdy construction of the sidecar and the simplicity of the steering and control systems which enable the rider to handle his motorcycle with one hand. The outfit holds the road so well that LeRoy is able to make from 50 to 55 miles per hour when speed is necessary.

An Iowa Constable Foiled

While crossing the desert in Arizona LeRoy was ill for several days as the result of drinking alkali water, but otherwise his health throughout the trip was excellent. He carried a canteen and a gallon water bag and was able to keep himself well supplied with water after passing the desert. It was only on one or two occasions that LeRoy found it necessary to use his block and tackle to get out of a mudhole. In one instance he ran into quicksand and the outfit was slowly sinking when he managed to fasten his block and line to a tree and pull it out with the aid of the motor. It goes without saying that LeRoy's right arm and hand are wonderfully developed and when it came to a matter of strength he was almost as capable as a physically perfect rider would have been.

Some idea of his skill in driving will be gained from his report of a brush with a constable in Iowa. LeRoy was hitting up a good clip when the arm of the law reached for him, and he continued to hit it up despite warnings from the officer. The latter commandeered a Ford automobile and started a chase which led him to the county line, but he was unable to overtake the flying motorcycle. LeRoy modestly admits that he was knocking off 50 per during the chase, which is considerable speed for a sidecar outfit driven by a chap with the Californian's unfortunate physical handicaps.

LeRoy is high in praise of the Weed antiskid chains which he used on all three wheels when the surfaces were at all bad. He asserts that his Thor motor and the Weed chains deserve the bulk of the credit for his success, and that with less dependable equipment he might never have got out of the Middle West. The Superior sidecar used by the coast-to-coaster was made by the Superior Sidecar Company, of Los Angeles.

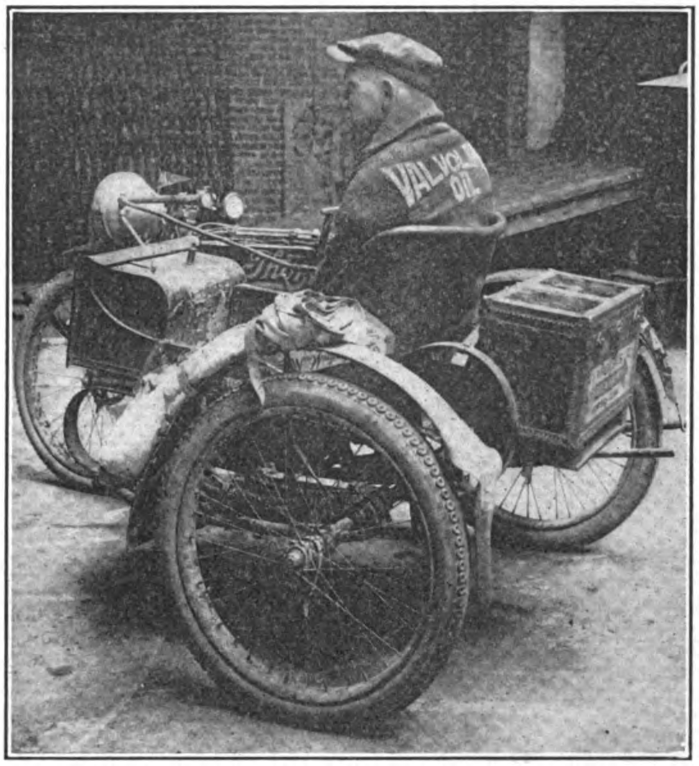
"I found very bad roads in many sections of the West," said LeRoy in discussing his trip, "but I expected them. I knew they were there. But I didn't expect the poor roads in the East. The latter half of the cross-state run to Albany I found very poor and the run southward to New York City was a complete disappointment. I am disgusted with eastern roads and will be glad to get back on the Pacific Coast."

WILL TOUR TO DODGE CITY

A large squad of riders from Kansas City, Mo., have completed arrangements for a tour to Dodge City to attend the 300-mile speedway race. The riders will leave the headquarters of the Saufley Supply Company, at 1519 McGee street, at 6 a. m., July 2, and will reach Dodge City on the evening of July 3, so as to be in the city on the following day when the 300-mile race will be staged. The first day's run will be over a 213-mile course, and the tourists are scheduled to pass through Emporia at noon and to reach Newton at 6 p. m. The second day the riders will cover the remaining 187 miles from Newton to Dodge City. The Kansas City riders extend an invitation to motorcyclists along the route to join the tour.

SERVES TWO PARISHES

By using a motorcycle the Rev. C. R. Carlin, a minister who serves two parishes, is enabled to successfully conduct services in both. His churches are in Dresden and Selden, Kan., and he is able not only to preach at the various meetings, but finds it possible to make regular calls upon his parishioners.



In This View of LeRoy's Cross-Country Outfit the 5-Gallon Gasoline Tank in the Foot of the Sidecar May Be Seen.

OHIOANS TOURING TO STATE CONVENTION

LAST-MINUTE bulletins from Jes Campbell, of Toledo, the aggressive F. A. M. Commissioner of Ohio, are to the effect that reports received from various parts of the state indicate that large bodies of riders are participating in the four main tours to the State Convention and that attendance at the second annual assembly which will be held in Dayton, June 27 and 28, will be double that of last year. The tour schedule is as follows: North-Eastern Tour, leave Hollenden Hotel, Cleveland, at 1 p. m. (Eastern time), June 25; Elyria, 12:23 (Central time); Oberlin, 12:29; Norwalk, 2:06; Bucyrus, night control, leaving at 8 a. m., Friday morning; Marion, 9:06; Delaware, 10:12; arrive Columbus, 11:32, leaving Broad street, opposite State Capital, 1 p. m.; Springfield, 3:23; arrive Dayton, 4:46.

North-Western Tour, leave Toledo M. C. headquarters, 7 a. m., June 26; Bowling Green, 8:23; Findlay, 9:26; arrive Lima, 11:46, leaving at 12:30; Wapah, 1:23; Sidney, 2:29; Piqua, 3:09; Troy, 3:35; arrive Dayton, 4:49.

Southern Tour, leave Fountain Square, 1 p. m., June 26; Hamilton, 2:27; Middletown, 3:07; arrive Dayton, 4:27.

Eastern Tour, leave Belair, 1 p. m., June 25; Cambridge, 3:53; arrive Zanesville, 5:13, night control; leave Zanesville, 8 a. m., June 26; Newark, 9:30; arrive Columbus, 11:23, leaving from Broad street, opposite Capital at 1 p. m., with North-Western Tour.

The business meeting and election of state officers is scheduled for 9 a. m., Saturday, June 27. The business will be conducted at the Algonquin Hotel. The Dayton M. C. has arranged a two-day program of entertainment which will keep the riders busy every minute. Special features have been arranged for the ladies. Excellent races are promised and hill-climbing at Fort Ancient Hill for the state championship is also scheduled. A grand motorcycle parade is not the least important feature of the elaborate program.

ANNUAL SPRING TOUR OF MARYLAND M. C.

BALTIMORE, MD.—The annual spring tour of the Maryland M. C. was held on Sunday, June 14, over a course that took the contestants from this city to Westminster, Gettysburg, Chambersburg, Hagerstown, and Frederick to Baltimore. Over fifty made the start and all managed to check in at Hagerstown, but only forty-two finished, thirty-two of whom figured in the scores. H. E. Snyder won first place by one point, thus obtaining the silver loving cup. Following are the scores of the finishers:

H. E. Snyder, Merkel, 984½; T. Krug, Harley-Davidson, 983½; C. P. Frank, Harley-Davidson, 980½; J. Nechamkin, Excelsior, 980; G. Wallameyer, Excelsior, 979½; P. Desser, Excelsior, 978½; F. Fertitta, Yale, 978½; H. A. Frederick, Harley-Davidson, 977½; R. D. Boyd, Harley-Davidson, 976; G. C. Sandruck, Merkel, 976; Bert Heinz, Harley-Davidson, 975½; Ernest Wood, Crawford, 973; Ollie Reeside, Harley-Davidson, 972½; F. E. Rasmers, Harley-Davidson, 972; W. A. Norwood, Harley-Davidson, 971; Robert Clark, Indian, 971; J. E. Davis, Harley-Davidson, 969½; Sam Ambach, Indian, 969½; E. J. O'Meara, Harley-Davidson, 965½; Freddie Tiemeyer, Pope, 964; William Randall, Reading-Standard, 959½; J. R. Ailsworth, Indian, 959; Nelson Johnson, Indian, 958½; Carey Mears, Indian, 958; Ray Record, Harley-Davidson, 957; Ferd. Lautenbach, Harley-Davidson, 955; J. Booth, Merkel, 954½; G. W. Heinz, Harley-Davidson, 950½; E. J. Wunder, Indian, 950; A. Seitz, Dayton, 949; Chester Harden, Harley-Davidson, 945; J. A. Robinson, Dayton, 944½.

ELIMINATION RUN WINNERS

Springfield, Ill.—Miller Hysler, Harley-Davidson, and Henry Hodge, Indian, were winners in the single and twin cylinder classes, respectively, in the recent run to Lincoln and return. The run was an elimination affair, held to decide who should receive the medals which were offered for the best scorers in the recent run to Jacksonville in which sixteen riders kept their scores intact. Hysler was alone in the single class. In the twin cylinder class the finishers were as follows: Ralph Reed, Indian, second; Herman Goldstein, Harley-Davidson, third; Elmer J. Bretz, Harley-Davidson, fourth; Rudolph W. Lucke, Harley-Davidson sidecar outfit, fifth; and Walter Knappe, Flying Markel, sixth. Hysler and Hodge won gold medals.

B. Richards, of 833 South Gay street, Knoxville, has been appointed State F. A. M. Commissioner for Tennessee.

Several of Lister's Harley-Davidsonites Awaiting Dinner on the Recent Forest City Outing

BIG LISTER GATHERING

That the army of Harley-Davidson enthusiasts of Cleveland, O., is rapidly growing is evidenced by the fact that more than 200 riders of the "Silent Gray Fellow" participated in the annual outing conducted by Lister Brothers, agents for the Milwaukee product in the Forest City. When a count was made at the chicken dinner which featured the outing it was found that there were just 214 riders present. In the afternoon an interesting program of sporting events was successfully staged.

JERSEY DEALER SELLS GAS AT NINE CENTS

JERSEY CITY, N. J., June 23.—Gasoline is selling today for only 9 cents a gallon in Hudson County, N. J., because one dealer found that he could sell it at that price and still make a profit. George E. Blackeslee, president of the Mutual Oil Company, this city, is responsible for this boon to motorists. When he decided to drop the price he had four portable metal shacks built along the Hudson County Boulevard which will be used as supply stations. These stations are located at Bayonne, Jersey City, Union Hill and West Hoboken.

Before the stations were opened a sign was posted on each, saying that gasoline would be sold there at 13 cents a gallon. The garage keepers tried to force Mr. Blakeslee to abandon the idea of underselling them, but he insisted that 13 cents was a fair price and he saw no reason to gouge the motorists by charging 20 cents or more. Then the garage keepers dropped their price to 12 cents. Mr. Blakeslee dropped his price to 11 cents. Down to 10 cents came the garage keepers. Mr. Blakeslee cut under them another cent. The price today is 9 cents, but there may be even another cut before the end of the week.

HAVERFORD COMPANY HOST TO MERKELITES

UNDER the direction of E. C. Kicherer, manager of the Detroit branch of the Haverford Cycle Company, 289 Woodward avenue, and president of the Haverford Motor Club, the latter recently staged its annual run to Munroe, where a chicken dinner was served at the Park Hotel. The Detroit branch of the Haverford company is distributor for the Flying Merkel, and all of the Merkel riders of the city were invited to participate in the run. Mr. Kicherer and other officers of the club were gratified at the results, there being 70 Yellow Jacket enthusiasts lined up when the chicken dinner was served. Several pictures were taken of the picnickers, and on the jaunt back to Detroit a stop was made at Woodward, where a second round of refreshments was served.

ALDEN'S RECORD JAUNT

Starting from Redlands, Cal., W. W. Alden, riding an Excelsior two-speed twin, recently established a record on a trip to Bear Valley. Alden's actual riding time was two hours and thirty-five minutes. His improvement upon previous marks is especially significant in view of the fact that he made the trip at an earlier date than it has ever before been attempted. The accompanying photograph shows Alden's Excelsior on one of the appallingly rocky stretches frequently encountered in the canyon. Although not frequent, there were enough patches of just such substitutes for roads to make the undertaking dangerous.

The MOTORCYCLIST'S CALENDAR

July 1 to 8, Zanesville, O.—Vacation tour to Philadelphia, Atlantic City and return under auspices of Zanesville M. C.

July 4, Lincoln, Neb.—Race meet at fair grounds.

July 4, Dodge City, Kan.—International 300-mile race.

July 4, Prescott, Ariz.—Prescott M. C. race meet.

July 4, Indianapolis, Ind.—100-mile race under auspices of the Indiana Racing Association.

July 4, Savannah, Ga.—300-mile endurance run of the Savannah M. C.

July 3-4, Worcester, Mass.—Worcester M. C. 450-mile endurance run.

July 3-5—Rally of eastern riders at Saratoga Springs under auspices of MOTORCYCLE ILLUSTRATED. Four tours to Saratoga; two-day race meet; entertainment program, etc. Clubs and individual riders are invited to participate and to inform this journal at once so that every effort may be made to co-operate with them. See article on pages 19 and 20 in this issue dealing with the general plans.

July 4, Stockton, Cal.—Stockton M. C. run to Lake Tahoe.

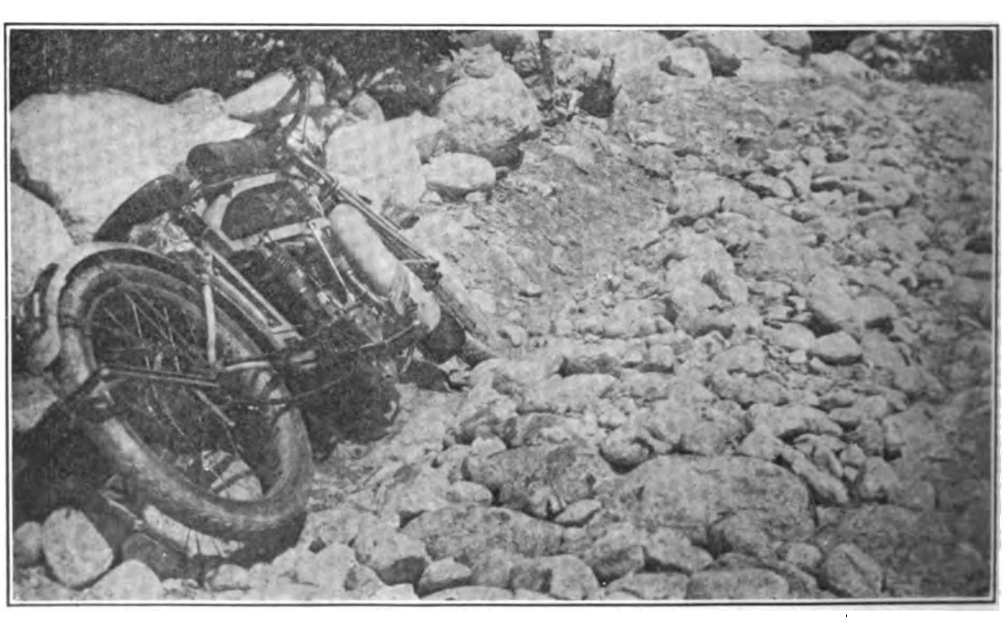
July 4, San Francisco, Cal.—San Francisco M. C. 310-mile endurance run.

July 4, Cortland, N. Y.—Cortland M. C. race meet.

July 5, Dayton, O.—100-mile race under auspices of Dayton M. C.

July 14, Logansport, Ind.—Logansport M. C. race meet on one-mile flat track.

July 15 to 18, St. Louis, Mo.—Annual convention of the Federation of American Motorcyclists.



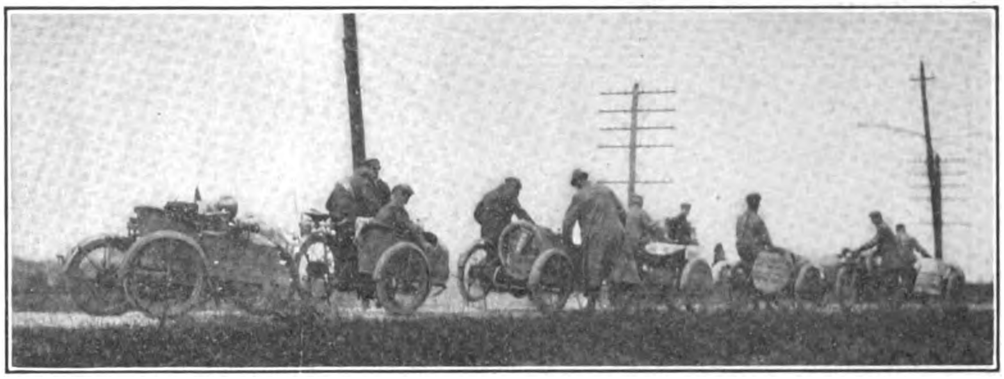
This is One of the "Roads" Traveled by W. W. Alden, Who Set Up a New Record Recently On His Excelsior Between Redlands and Bear Valley, Cal.

ROUSING RECEPTION FOR SIDECAR TEAM

TOLEDO, O., June 19.—The Toledo Motorcycle Club held a rousing reception today for the team of motorcyclists of this city that scored such a remarkable victory in the annual endurance run of the New Jersey Motorcycle Club from Newark to Baltimore and return, 435 miles, upon their return to the city. The three drivers were E. A. Robertson, team captain; H. N. Wessling, and Fred Stierhof, who took Jacobs' place, Jacobs having hurried back West to ride in the Indiana F. A. M. run and in the Michigan F. A. M. run June 19.

After the finish of the New Jersey contest the three drivers started back to Toledo by road, driving their winning machines. They have traveled in a leisurely manner, stopping to visit points of interest at several places on the way, enjoying a pleasure trip after the strenuous two-day grind in the East. They reached Fremont at noon Friday, where a delegation of riders of the Toledo Motorcycle Club met them and escorted them into Toledo.

Robertson, Wesseling and Stierhof drove the same Yales with sidecars that traveled so steadily through the gruelling 435-mile run, and will go to the State convention of the Ohio F. A. M. next week with the same machines, which have already demonstrated the reliability of modern motorcycle construction by traveling over 2,000 miles of all sorts of roads without a trace of mechanical trouble.



Victorious Yale Sidecar Team Being Escorted Into Toledo. Item at Left.

HARLEY-DAVIDSONITES RALLY AT LANG PICNIC

ADMITTEDLY the biggest gathering of motorcyclists ever recorded in the Middle West was found at the third annual Harley-Davidson picnic staged Sunday, June 21, at Crown Point, Ill., under the direction of C. H. Lang, of Chicago, and other Harley-Davidson dealers. Three thousand riders from Illinois, Indiana, Michigan and Wisconsin were in attendance and special mention is made of the fact that sidecar and tandem parties predominated. An excellent racing program was only one of a large number of interesting features which were included in the day's entertainment. Among the enthusiastic guests at the picnic were Walter Davidson and William S. Harley. Not only was this picnic the largest gathering of motorcyclists ever recorded in the Middle West, but it was also the most successful socially and from every standpoint, and too much credit cannot be given to C. H. Lang and the other Harley-Davidson boosters who were associated with him in preparing for the notable event.

BEAUMONT'S MARINE SQUAD

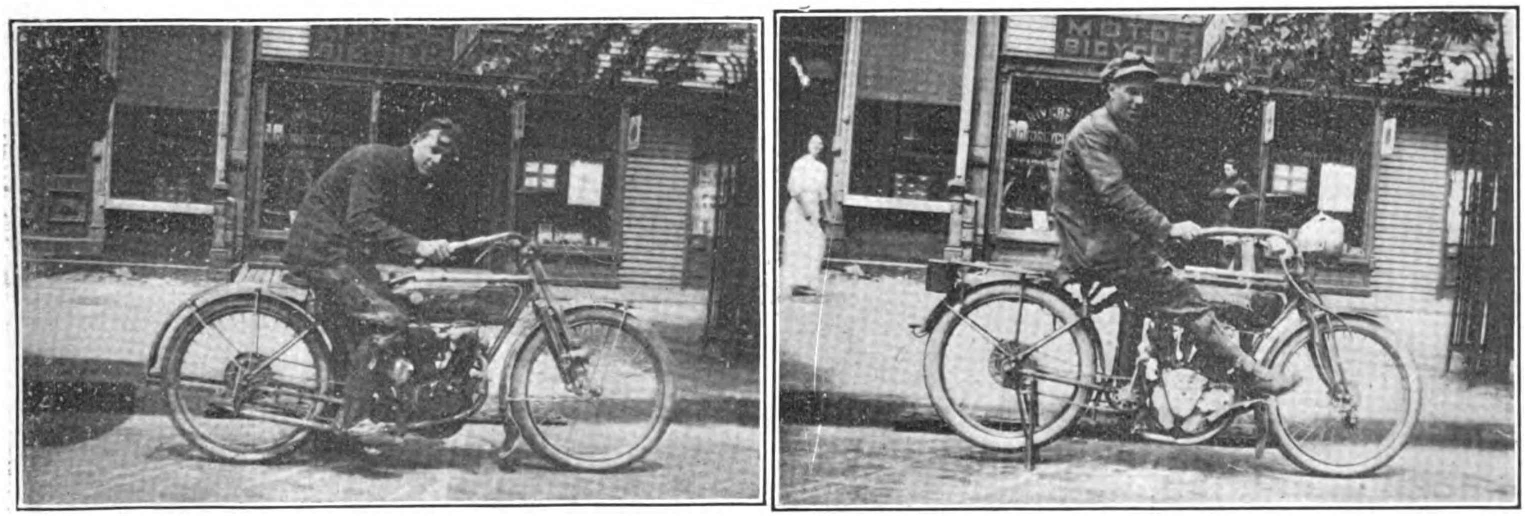
Percy L. Rollins, Beaumont, Texas, forwards the accompanying photograph with the terse statement that it serves to show what a motorcyle really can do "when put to the test." The motorcycles caught in the act of imitating submarine craft are Popes, for which Rollins is agent in Beaumont. It is explained that the photograph was taken on the town's best street just after a heavy rain. The water was about 14 inches deep and Rollins calls attention to the fact that the motorbase, muffler and part of the magneto were submerged without affecting the running of the machines.

INVINCIBLE M. C. AWARDS TEAM PRIZE

H. E. STOUT, captain of the Invincible M. C., of Brooklyn, N. Y., forwards the following announcement relative to the awarding of the second team prize for the club's annual Spring Run, which was held on May 3: "The team consisting of J. J. Cox, Frank Hart, E. L. McClintock, Robert Wiley and C. R. Burbank, which was announced as the probable winner of the second team prize, has been disqualified owing to the fact that both Hart and Burbank had allowed their membership in the F. A. M. to lapse. At the time of the run Burbank stated that he had forwarded his renewal fee to Secretary Gibson, but as it was not received at the Federation headquarters the case was decided against Burbank; with Hart also disqualified the team was out of the running.

"Further difficulties arose when it was learned that the next two teams in line for the prize were tied. However, a careful analysis of the scores showed that the team consisting of Newark riders came 1¼ minutes nearer the mean time than the other. P. W. and O. W. Stevens and H. E. Coryell, Yale riders, and W. E. MacDougall, Harley-Davidson, comprised the second prize team. Each rider received a Corbin-Brown speedometer."

A. Bergerude, a farmer living near Fergus Falls, Minn., utilizes a Harley-Davidson motorcycle in carrying cream to the city. He uses a luggage carrier that was designed for R. F. D. men.



Riders Who Finished First and Third in War Department Road Test from Rochester to New York City as Described in Last Issue; Andrew Roualet, R-S, First; F. A. Cook, Merkel, third.

ECLIPSE

Gear Reduction Means Power Increase at Traction Point

The fundamental principle of a change-speed device is to retain the maximum of power at low speed. Another important principle that must be employed in a successful two-speed is to place the reduction gear as close to the point of traction as possible. The ECLIPSE Two-Speed is in the rear hub—"as close to the traction point as possible." With the ECLIPSE Two-Speed gear the reduction effected is about 40%, or, in other words, for every five revolutions of the gear driving sprocket, the rear wheel will turn three times when the low gear is in action. Simplicity, refinement, solid strength and reliability make up the ECLIPSE Two-Speed.

Write for further particulars or go to your dealer and ask for a demonstration.

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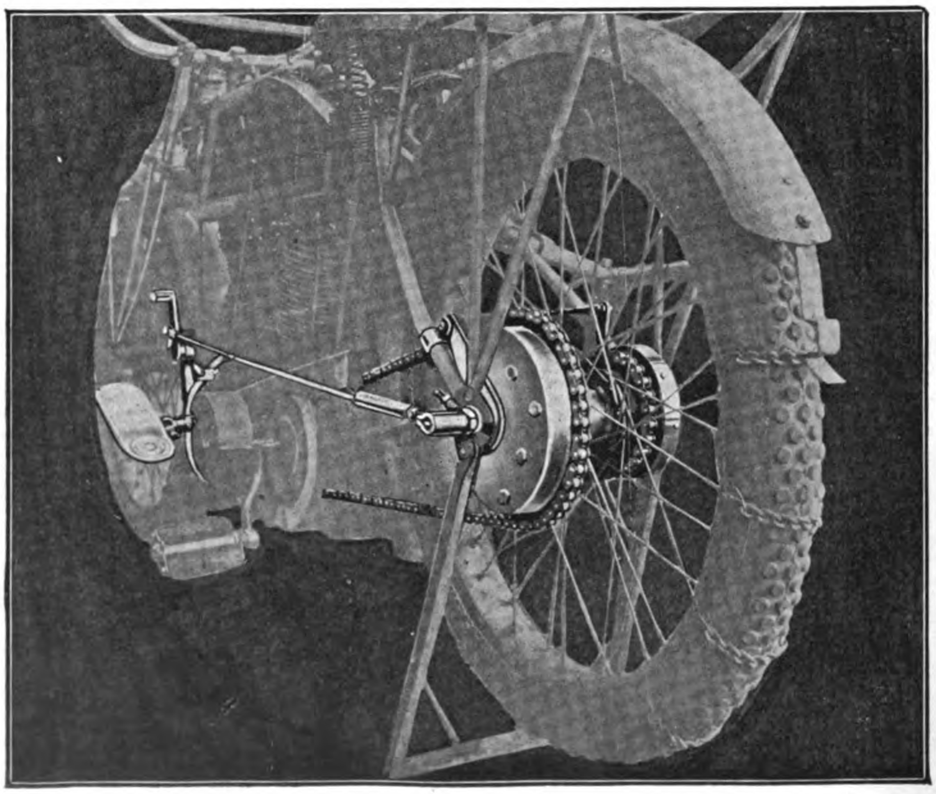

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"MEET US AT SARATOGA"

WHEN the next issue of this journal appears, the Saratoga Rally will have passed into the history of the sport. How will it be recorded, and how long remembered? If indications count for anything, this gathering will demonstrate to the trade and to riders in all parts of the country that the New England and Middle Atlantic States have come into their own again and deserve to be recognized as centers of genuine motorcycle enthusiasm of the most substantial and effective kind.

The task of making the necessary arrangements, of attending properly to the hundred and one details which must be handled to insure the success of an event of this kind, has been no easy one. Moreover, the time was limited, but we are pleased to assure our readers that we have had splendid co-operation all along the line, the sort of co-operation which, if continued to the actual start of the various tours, will result in a noteworthy consummation at Saratoga. All we ask of you, Mr. Rider, is that you arrange to arrive in Albany the evening of July 2nd, and in Saratoga the following morning. We assure you that the program arranged for your entertainment will meet with your entire approval, and that you will not forget the occasion for many years.

Have we received your entry? You need not send in a regular entry blank; a letter or a postal will do. More than five hundred have already announced their intention to "meet us at Saratoga." We want five hundred more, in fact, one thousand is the total we have set out to attain, and at this writing we hope to make it.

Let us show our fellow-riders throughout the country that the East is a hot-bed of motorcycle enthusiasm, and that we know how to measure up to a really big opportunity to accomplish something out of the ordinary.

Read pages 14, 15, 19 and 20 of this issue. Fill in and mail the entry blank at the bottom of page 15, and decide now, to

"MEET US AT SARATOGA"

PATENTS

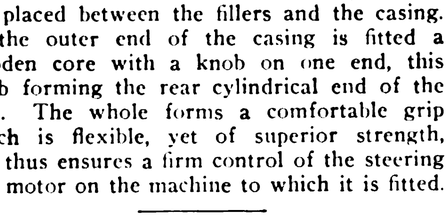
RIDERS whose storage space is limited will be particularly interested in a recently-granted patent, No. 1,099,851, which is for a folding sidecar. Two English inventors, Alfred Irving and Percy Stockwell Ritherdon, of Bolton, England, are responsible for this attachment, which forms a rigid frame when extended and yet can be folded closely to the motorcycle to which it is attached without the removal of any of its parts. The sidecar wheel lies approximately parallel with the framework when in the closed position, and the whole is held open by means of stays which are held in place by spring-locked bolts. All connections between machine and sidecar are made readily detachable.

Lock for Motorcycles

A stand-lock for motorcycles which permits of the machine being put upon the stand and locked or not as desired, is the subject of patent 1,099,246, issued to Ralph W. Green, of Modesto, Ill. A notched tongue fitted to the stand at one supporting lug fits into a rectangular lock-body attached to the rear stay, and the plunger which fits under the notch is normally held out of contact by a latch. A press-button on the under side of the lock allows of the plunger engaging in the stand notch and locking the stand in place. The plunger can only be drawn back to release the stand by inserting the key into the lock-barrel.

Mesinger Motorcycle Grip

In line with other inventions of quality that come from Henry Mesinger, is the tubular leather motorcycle grip, which is the subject of patent 1,100,085. It consists of a tubular leather casing made up of two semi-tubular sections. Within these are enclosed curved leather fillers and resilient metal stays which are placed between the fillers and the casing. In the outer end of the casing is fitted a wooden core with a knob on one end, this knob forming the rear cylindrical end of the grip. The whole forms a comfortable grip which is flexible, yet of superior strength, and thus ensures a firm control of the steering and motor on the machine to which it is fitted.



The Mesinger Reinforced Grip

New Motorcycle Stand

Ewald F. Pawsat, Sheboygan, Wis., has invented a new cycle-stand, the patent rights in which have been acquired by the Wald Mfg. Co., of Sheboygan, Wis. The invention obviously will have its chief field of usefulness in connection with motorcycles. The specific invention resides in the peculiarly constructed head or bracket, a pair of which heads are hingedly secured to legs of a bail, each head being provided with an axle aperture having one arm carrying gripping fingers, and another arm carrying a sto-lug against which latter the legs impinge when the stand is swung to its working position for jacking up the rear end of the vehicle. Patent 1,093,352.

Unique Combination Outfit

Alois Otter, of Ridgewood, Borough of Queens, New York City, has invented a distinctly novel type of vehicle of general interest. He employs two bicycle constructions made or connected in parallel, and with a single steering mechanism for the combined vehicle. In this new vehicle the riders have the pleasure and advantage of traveling side by side. The original idea was to apply the invention to bicycles, but the plan is equally applicable to motorcycles and the inventor now contemplates its use with motorcycles.

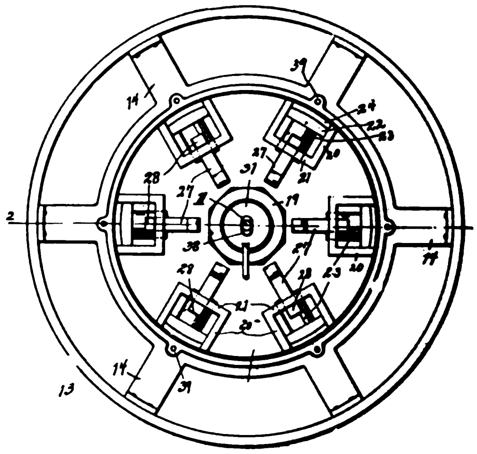
His "Steering-Gear for Vehicles," as it is named, comprises a rigid front steering frame comprising vertical steering heads, transverse bars connecting the heads, forwardly extending braces, transverse front bars, a pair of steering knuckles journaled on verticle axes to the braces mentioned, the knuckles having forwardly and rearwardly extending arms, distance bars connecting the respective arms of both knuckles and constituting therewith a parallelogram, a pair of rearwardly extending links connected to the knuckles, and steering mechanism journaled in the steering heads serving to control the operation of the links and knuckles. Patent 1,093,466.

An English Inventor's Offering

Joseph Smith, of Manchester, England, has taken out a United States patent on his adjustable spring seat-pillar and saddle-support for motorcycles. The object of the invention is to insure the rider's always being perfectly balanced over the spring and at the same time make it practically impossible to develop side shake and also enable the adjustment of the spring, to suit the weight of the rider, to be easily accomplished. A tube is provided having a U-shaped upper end with an inclined bearing surface. A saddle support fits in and is supported by the U-shaped portion. The saddle support is hinged at the front end to a bracket mounted on the top tube of the cycle frame. Patent 1,092,407.

Expanding Clutch for Motorcycles

A multiple clutch of the expanding type has been invented by Charles F. Hurlbut, of Oak Park, Ill., and patent 1,099,651 has been issued to cover it. A lever is fitted to the frame of the motorcycle to prevent rotation of the cap and another lever, 36, is connected to a grip or other device and serves to actuate the clutch members. Rotating lever 36 causes a sleeve 30, and pins and slots cause the sleeve and a flange 32, to move in the direction of their length. An annular member 28 moves with the parts mentioned and causes all the bent levers 27 to swing on their floating pivots. The arms of these bent levers rest on the parts 21 and during the motion of their inner ends cause heads 22, shanks 23 and friction members 24 to move, whereupon members 24 engage with other friction members 17 and lock the driving member to the driven member. The clutch is released by moving the lever 36 in the opposite direction, when the parts move inwardly and members 24 and 17 disengage.



Novel Expanding Clutch

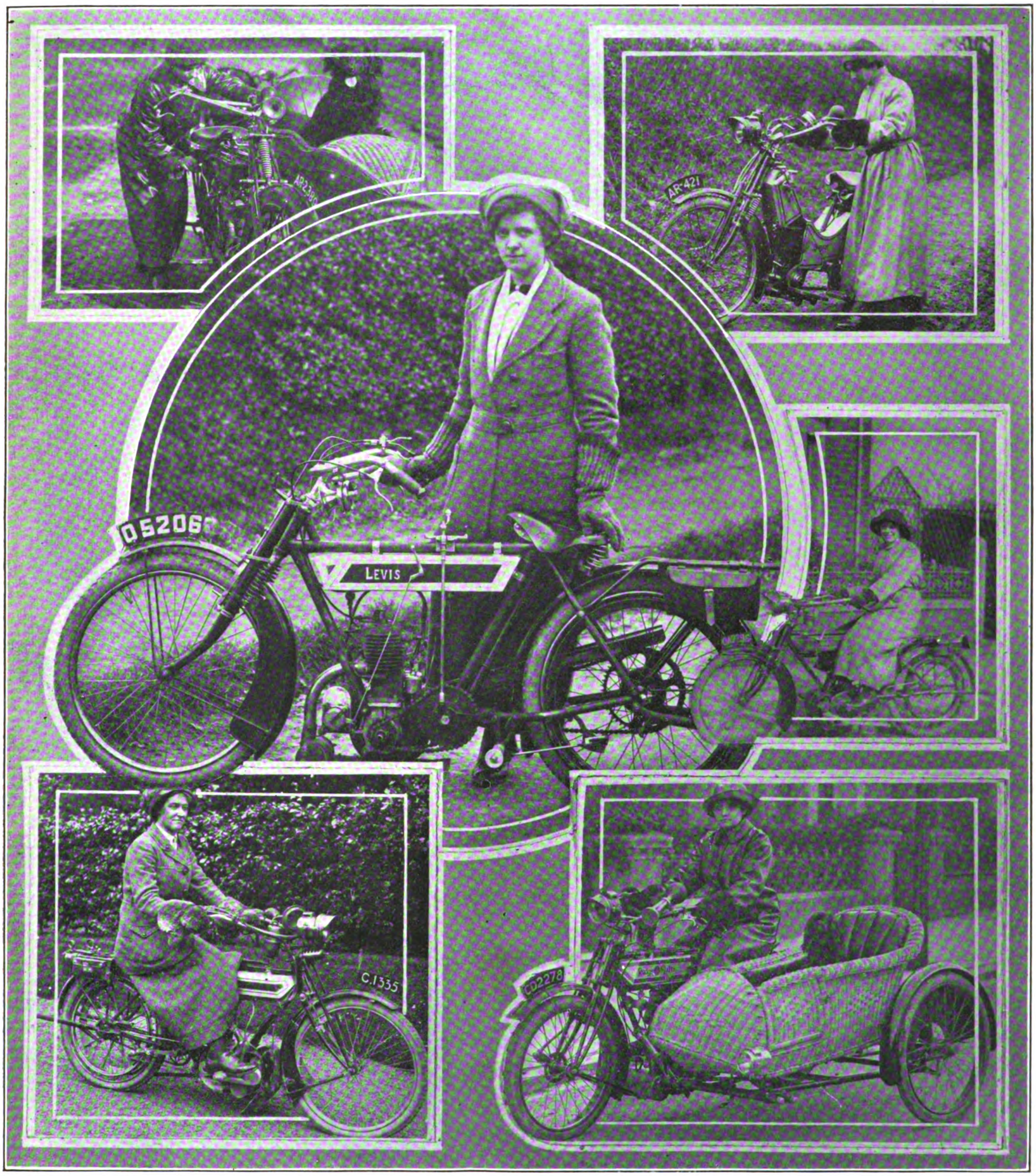
Automatic Tire Inflation

Automatic inflation of pneumatic vehicle tires is not in itself a novel idea. A new apparatus to make the idea practicable has been devised by Addie L. McDonald and David L. Middleton, Sanderson, Florida. The invention is available for either automobiles or motorcycles. It includes a compressor, a shaft mounted to receive both a rocking and a longitudinal movement, connecting means between the shaft and compressor, an operating arm having connection with the shaft, and a trip arranged in the path of the operating arm. An automatic control actuated by the pressure of air within the tire is provided for moving the shaft longitudinally to throw the operating arm out of the path of the trip. Patent 1,092,068.

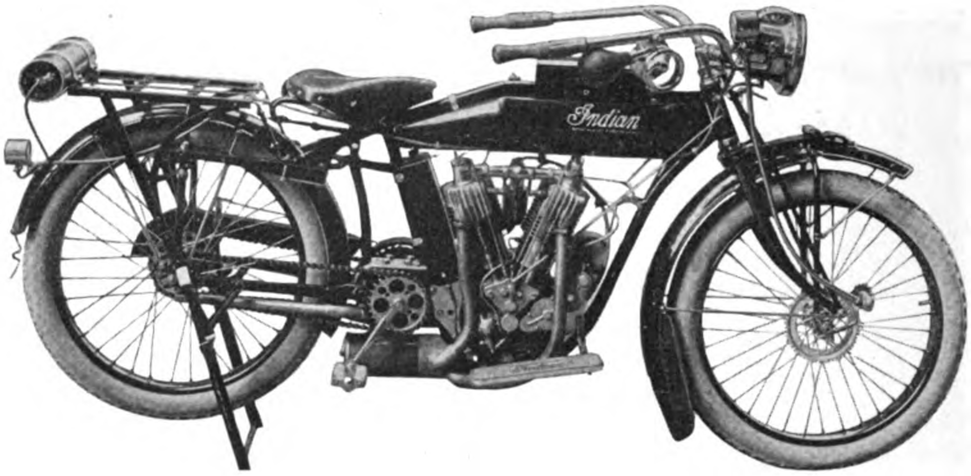
To Improve Vaporization

A temperature-controller for carbureters has been invented by James B. Lund, Chicago. It is intended to produce more efficient vaporization of the gasoline. It has two air-intakes for the carbureter, one communicating directly with the atmosphere, and the other communicating with an air heater.

Some Outfits Used By England's Fair Riders



IN the central picture appears Miss Nora Hough, our correspondent, with her trim little Levisette, and surrounding her are photograhps of other British machines which have found favor with lady riders. In the upper left-hand corner Mrs. Mary Walker is seen with her Enfield, and in the opposite corner the same rider appears with a drop-frame Hobart. The picture in the lower left-hand corner presents Miss Helen Andrews and her Triumph, and in the opposite corner is Miss D. I. Bayliss with her Rudge and sidecar. The rider in the remaining photo is mounted on a Veloce. Several of these machines scale at little more than 150 pounds and thus are easily handled.



Prominent Agency Makes This Attractive Offer of Complete Equipment

Prest-O-Lite, with head and tail lights, Stewart Speedometer and Bull Frog Horn **$27.50**

The Indian Motorcycle above illustrated, completely equipped as shown here . . . **$252.50**

NEW YORK SPORTING GOODS CO

To meet the demand for this popular equipment, The New York Sporting Goods Co., and F. A. Baker & Co., New York City, agents for the Indian Motorcycle, have placed an order for

1000 Prest-O-Lites

INDIAN MOTORCYCLES

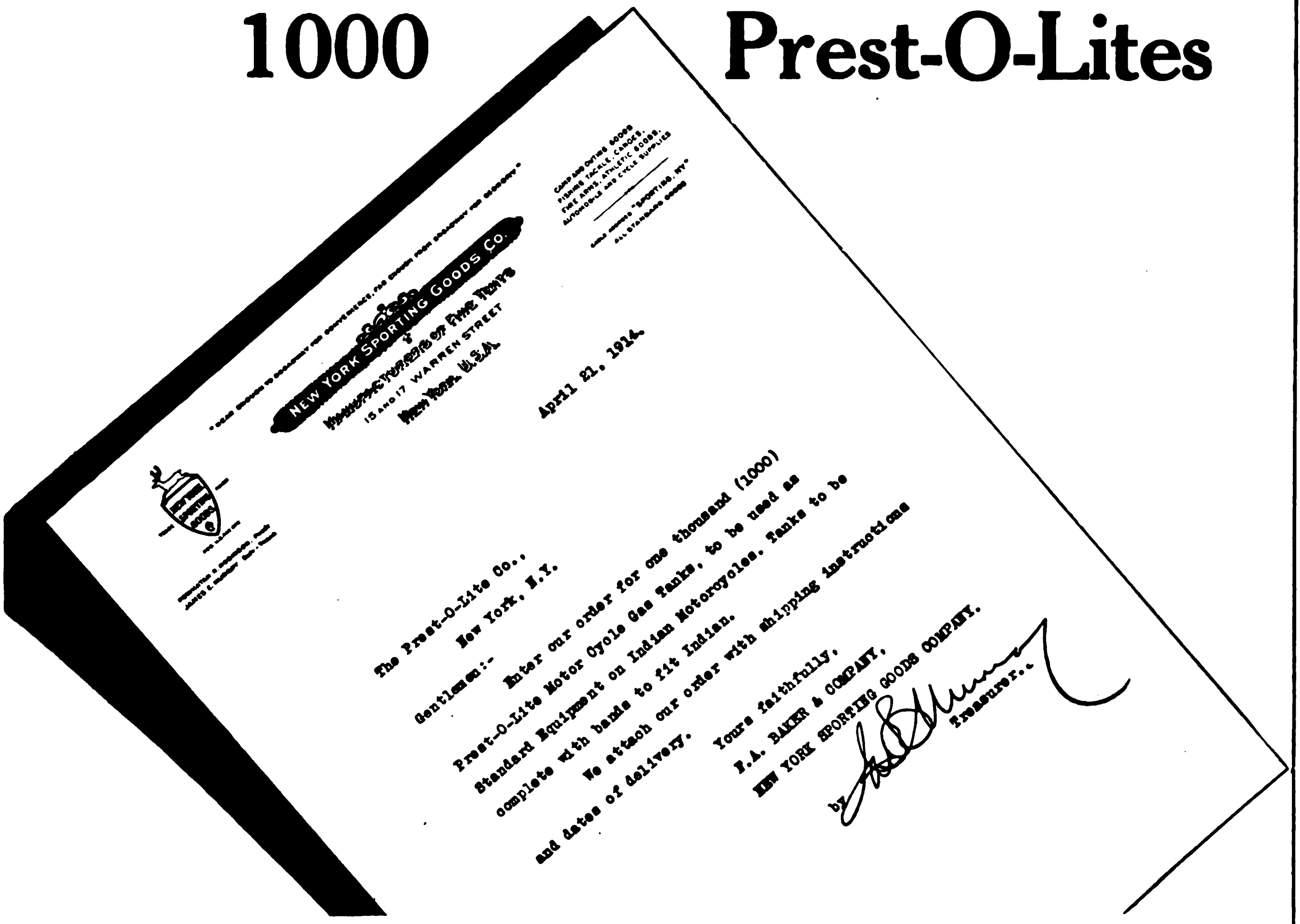
New York Sporting Goods Co.
15 and 17 Warren St., New York City

Powhatan Robinson, Pres.
New York Sporting Goods Co.

F. A. Baker & Co.
10 Warren St., New York City

The Largest Order for Lighting Equipment Ever Placed by a Motorcycle Dealer

1000 Prest-O-Lites



NEW YORK SPORTING GOODS CO.
15 AND 17 WARREN STREET
NEW YORK, U.S.A.

CAMP AND OUTING GOODS
FISHING TACKLE, CANOES,
FIRE ARMS, ATHLETIC GOODS,
AUTOMOBILE AND CYCLE SUPPLIES

ALL STANDARD CODES

April 21, 1914.

The Prest-O-Lite Co.,
New York, N.Y.

Gentlemen:-

Enter our order for one thousand (1000) Prest-O-Lite Motor Cycle Gas Tanks, to be used as Standard Equipment on Indian Motorcycles. Tanks to be complete with bands to fit Indian.

We attach our order with shipping instructions and dates of delivery.

Yours faithfully,
F.A. BAKER & COMPANY,
NEW YORK SPORTING GOODS COMPANY.
by
Treasurer.

A Solution of the Equipment Problem

Motorcycle riders have the habit of doing their own thinking.

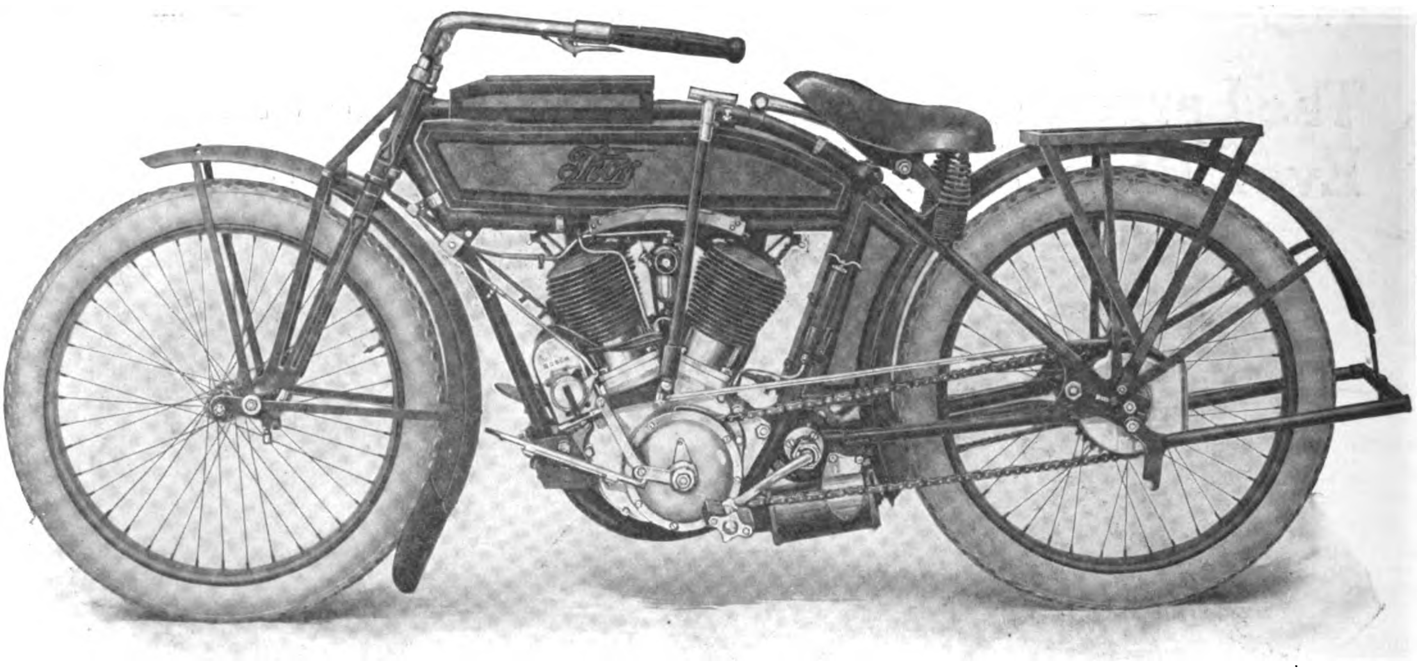
It is therefore hard to select any one combination of equipment that will suit everybody.

F. A. Baker & Co. and the New York Sporting Goods Co. are progressive, wide-awake dealers. Their attractive combination equipment offer shown on the opposite page, comes mighty near being the one that will please everybody. But any rider who wants to vary it to suit his own ideas, may have their advice in selecting any kind of equipment at reasonable prices.

There is nothing patented about this idea—it is the only sound policy for any dealer who values the satisfaction and the good will of his customers.

Riders may differ as to other equipment, but they are practically all agreed as to the lighting system—safe, dependable, economical Prest-O-Lite.

The Prest-O-Lite Company, Inc.
246 Speedway, Indianapolis, Ind.
(Contributor to Lincoln Highway)
Exchange Agencies Everywhere



Thor WINS

BIG 100 MILE RACE AT TERRE HAUTE

JUNE 21st, ON HALF-MILE DIRT TRACK

Won by WM. BRIER, on 4 H. P. Thor Single, against twenty-one starters, making 3 stops for gas and oil, breaking track record for 100 miles.

TIME, 2 HOURS, 9 MINUTES, 37 1-5 SECONDS. 21 STARTERS

The Quality Motorcycle of the World
Now Sold at Popular Prices

Model 14A, 9-14 H. P. TWO COLOR BLUE	$275
Model 14U, 7-9 H. P. TWO COLOR BLUE	$250
Model 14W, 5-7 H. P. WHITE OR BLUE	$225
Model 14M, 4-5 H. P. WHITE OR BLUE	$200

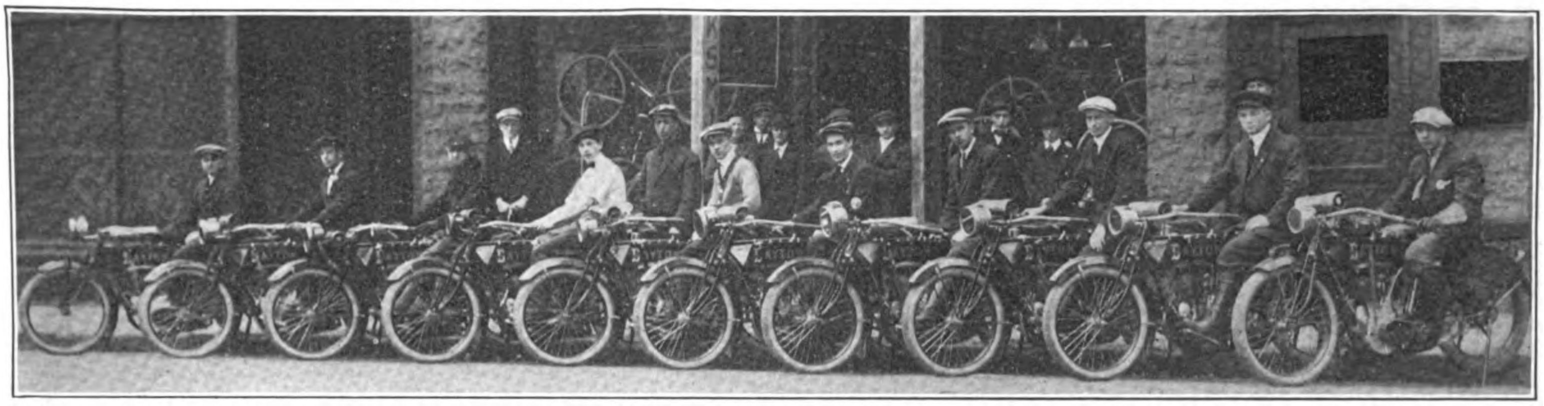
Optional—Two Speeds on all Models—$40 Extra

It's Thor quality and workmanship that counts. Also Thor reliability and simplicity are demonstrated by TRANSCONTINENTAL TRIP FROM LOS ANGELES TO NEW YORK by Alfred Leroy.

AURORA AUTOMATIC MACHINERY CO.

General Office:
THOR BUILDING, 1307 MICHIGAN AVE.
CHICAGO

General Sales Office and Works:
361 WEST SUPERIOR ST.
CHICAGO



A Few of the Dayton Enthusiasts Who Patronize Constantin Kusaroff, Motorcycle Dealer at 321 St. Peter Street, St. Paul, Minn.

HORSWELL'S LEISURELY TRIP

What to many motorcyclists would be an ideal way of crossing the United States is that in which A. J. Horswell is riding from San Francisco to New York. On June 18 he was reported reaching Kansas City Kan., after having leisurely consumed five weeks in seeing the country between that city and the Pacific Coast. Horswell left San Francisco with Volney Davis, the transcontinentalist, who was bound for El Paso, Texas, and states that in Arizona he encountered the best roads while the paved streets of the various cities he passed through constituted the worst. A considerable portion of his time en route was spent in the Yosemite and viewing the Grand Canyon of the Colorado. For 120 miles in several sections he was forced to ride the railroad ties in preference to the "roads" in the vicinity.

Horswell bought his machine in the Philippines and has toured those islands and Hawaii in the same manner. He carries a license from Honolulu, and as on the previous trips will take his good time in crossing over to the Atlantic Coast.

GOOD WORK ABROAD

Not only in America but in two European countries as well, the Harley-Davidson machine is showing its worth as a mount that can be depended upon to go anywhere and everywhere, over all kinds of surfaces and to any schedule. In Great Britain, in the annual London-Edinburgh run, covering a round trip between the two cities of 800 miles, Ray Abbott, on a 7-8 "Silent Grey Fellow" made a successful performance and was awarded a gold medal. This run requires an average of over 20 miles per hour to be maintained and practically 22 hours of riding time in each direction. Abbott is reported to have left the key of his tool box behind by accident and did not need it nor the contents of the box throughout the entire round trip.

A cablegram from Delft, Holland, from the Delftsche Motoren Handel, local Harley-Davidson agents, reports that the record from Paris to The Hague was broken by one of its entrants, but details were not at hand at latest reports in this well-known international motor event.

By acting quickly C. E. Wyeth, of Newark, O., was able to recover two motorcycles which were stolen from his store during the night of June 3. The thieves took a new 1914 Merkel and a 1913 Thor, and after riding them sixteen miles to Thornville, O., expressed them to Jackson, O. They were caught at that place.

ROSA ON ANNUAL TOUR

L. C. Rosa, of Portland, Ore., distributor for the Excelsior, with headquarters at 26 North Broadway, and also one of the most prominent members of the Multnomah M. C., is now making his annual fortnight motorcycle tour. This year's trip will be confined to Oregon territory. For several years Mr. Rose has made similiar tours and he is now regarded as one of the best authorities on road conditions in the Northwest. The live-wire Excelsior distributor makes the yearly tours especially to acquaint himself with the condition of the roads in order that he may assist other travelers.

WILL CARE FOR VISITORS

William J. Flesh, proprietor of the Jefferson Motor & Cycle Co., 1627-29 Jefferson avenue, St. Louis, Mo., forwards the accompanying picture showing his spacious headquarters. Mr. Flesh generously offers to garage and take care of the machines of all F. A. M. members attending the National Convention in July, and writes that if riders will call him up immediately upon arriving in St. Louis he will have one of his assistants meet them and escort them to his store.

F.A.M.
SPECIAL SALE
JEFFERSON MOTOR CYCLE CO.

THE STURDY MOTORCYCLE

One of the firm of Boller Brothers, Indian agents, 4444 Hudson boulevard, Union Hill, N. J., recently brought into the office a bent rear fork connection from an Indian machine owned by a rider named Luhrman. Luhrman, while traveling at a high rate of speed, ran into and actually took off the entire front wheel of a Rainier touring car. Although thrown from his machine, Luhrman was uninjured and the only damage done to his Indian through the collision was a slight bending of the rear fork connection and one of the footboards. It is needless to add that the owners of the car were astounded over the sturdiness of a machine which could do so much damage to a heavy automobile and still get off so easily.

SAUFLEY COMPANY MOVES

Kansas City, Mo.—The Saufley Supply Company, of this city, has just moved into its new building at 1519 McGee street. The company is distributor for the Excelsior and with its removal to the new building it purchased the entire stock of motorcycle accessories of the Kansas City Auto Supply Company. Considerable interest is being shown in the extensive and unique advertising campaign which is being conducted by the Excelsior distributors. The company has had placards placed in the trolley cars of Kansas City, a method of advertising not previously used by motorcycle dealers. As these cards are 11 by 21 inches they may be easily read.

OUTING AT CAMP THOR

On their recent second run of the season the Thor enthusiasts of Newark, N. J., followed a route through the hills of northern New Jersey to Lake Hopatcong. Immediately upon arriving at the Lake the entire party proceeded to erect Camp Thor, which will be maintained by W. R. Spear, the Newark agent for the Thor, as the summer home of his patrons. Fishing, canoeing and bathing were indulged in after the tents had been put up. The day's program was completed by a ball game which ended when one of the players on the team of married men made a home run by knocking the ball into the lake.

SANDRUCK'S SERVICE STATION

Sandruck Brothers, agents for the Flying Merkel in Baltimore, Md., have installed an up-to-date service station at their new building on North Howard street. William Treddle has been placed in charge. Clayton Sandruck is en route on a trip throughout the State visiting sub-agents.

A Harley-Davidson agency has been placed with Bogardus & Company, of Mt. Vernon, Ohio, which will also handle the nearby territory.

RACING

WINNIPEG M. C. MEET AT EXHIBITION TRACK

With ten well contested events and a large crowd in attendance, the Winnipeg M. C., of Winnipeg, Manitoba, recently staged a race meet at the Exhibition half-mile track. The course was slow and there were several large mudholes that had to be avoided. The greatest sensation of the day was furnished by Rennick, on an Indian, when he won the one-mile time trial in 1:13⅕. Summaries:

Five-mile race for novice riders, 7 h. p. machines—F. Green, Indian; S. Johnson, Excelsior. Time, 6:27.

Five miles for amateur riders, 4 h. p. machines.—H. Jansen, Indian; Victor Vitanoff, Indian. Time, 7 flat.

Five miles for professionals, 61 cu. in.—W. Hughson, Excelsior; Victor Vitanoff, Indian. Time, 6:04.

Five-mile race for private owners, 7 h. p. machines.—F. Green, Indian; William Corbett, Excelsior. Time, 6:24.

Five miles for professionals, 4 h. p. machines.—J. Rennick, Indian; Victor Vitanoff, Indian. Time, 6:54.

Novelty race, 7 h. p. machines.—Peterson, Indian; Albutt, Excelsior.

One-mile time trials—won by J. Rennick, Indian. Time, 1:13⅕. Lowered track record.

Ten miles for professional riders, 61 class.—W. Hughson, Excelsior; J. Secord, Indian. Time, 12:25.

Handicap race for professionals.—Benson, Pope; Hughson, Excelsior. Time, 7:15.

HERROLD WINS HILL-CLIMB

In the hill-climbing contests staged by the Fayette County Auto Club, of Uniontown, Pa., on June 18, Herrold, of Wheeling, W. Va., riding an Indian motorcycle, made the fastest time of the day. The three-mile course is located on one of the worst stretches of the Old National Pike. Several accidents, in which both the motorcyclists and automobile drivers figured, caused plenty of excitement. The accidents all occurred at Turkey's Nest, a notoriously dangerous curve one mile from the starting point. At this point 5,000 people gathered to witness the expected mishaps.

Herrold made the ascent in 3:49. Taylor, on a Merkel, was second, in 3:50 4/5; Arthur Lemon, Excelsior, third, 3:55 4/5; J. J. Markman, Indian, fourth, 4:01 3/5. The four winners received $100, $75, $50 and $25, respectively. The fastest time made in the automobile event was 3:57 4/5, which was accomplished by a driver of a Kline car.

BICYCLES ON CLEVELAND TRACK

Cleveland, O.—Following shortly after the announcement that motorcycle racing would be discontinued on the Luna Park saucer comes the report that the track will be re-opened, but that bicycle competition will replace the more speedy motorcycle events.

Edward Farrell, who was official repairman at the motordrome, has left this city for St. Louis, where he will occupy a similar position at the bowl in the Missouri metropolis. Farrell, who has not yet reached his eighteenth birthday, is considered a "wizzard" in the repairman's art.

MUST PROVIDE SAFETY DEVICE

Following the accident at the Pittsburgh motordrome in which two were killed and several others were seriously injured, officials of the city held a conference at which time they decided that the Motordrome Company, in order to re-open the track, must provide a safety device which will absolutely protect the spectators. Manager Mendell, of the track, submitted plans for a steel hood which will extend far up and back over the spectators. The plans are now under consideration. Although the motordrome officials are reluctant to talk it is learned that serious charges may be lodged against one of the riders (Seliga) as a result of the coroner's inquest. A charge of manslaughter may be made.

INDIAN WINS PERFECT SCORES

In the recent London-Edinburgh 24-hour endurance run, seven Indians were entered, six of which were sidecar combinations, and all of them earned gold medals for perfect scores. The distance was 435 miles. It was the largest road event ever held in Great Britain, there being 186 starters.

PROPOSED RACE COURSE

At a recent meeting of the Fostoria (O.) M. C. a committee was appointed to arrange for a number of race meets during the current season. A movement to build a race track especially for motorcycle meets is receiving the support of the Fostoria riders.

HILL-CLIMB AT DORRANCE, KAN.

From Dorrance, Kan., comes the following report of a hill-climb on a grade four-tenths of a mile long, and with a sharp turn at the steepest point:

Ralph Cooper, 7 h. p., 1914 Merkel, first, 36⅗ seconds; J. J. Weber, 1913 Merkel, second, 37⅗ seconds; F. C. Coffeen, 1914 Yale, third, 41⅕ seconds; L. Stone, 1913 Indian, 42 seconds; J. Croft, 1912 Indian, 49⅘ seconds.

INDIAN WINS AT MELBOURNE

A cablegram recently received by the Hendee Mfg. Company from T. K. Hastings, of Melbourne, Australia, tells of another Indian victory. The Victorian annual reliability trial, 150 miles, was won by Eric Walker, with an Indian sidecar. Special interest was aroused by the fact that in the sidecar class Indians were the only machines which did not fail in the hill climb.

INDIANAPOLIS BOYS TO HELP

Three motorcycle races will be staged by the Indianapolis M. C. at a Fourth of July celebration to be held at Osgood, Ind. The races will be at 25, 15 and 5 miles. The program has been arranged for the benefit of the Osgood fire department.

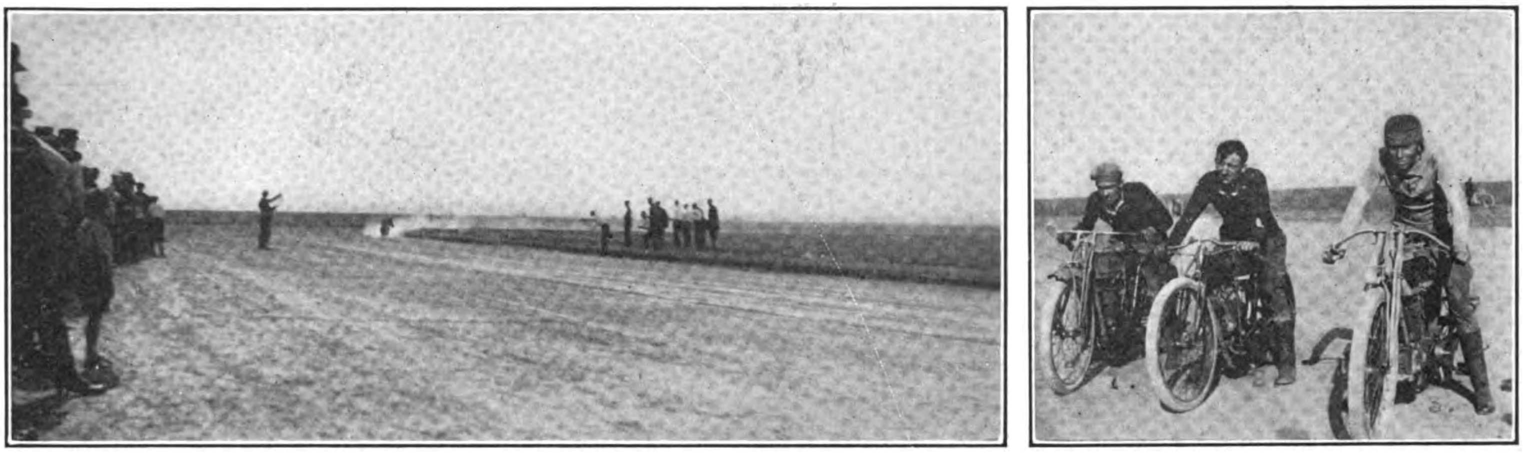
A racing program, including several road races, is being planned by L. Birchall, 2703 Leavenworth, Omaha, Neb., for July 4. One of the chief prizes will be a handsome trophy to be donated by Birchall.

An agency for the Flying Merkel has been placed with Walter Knapp, of Springfield, Ill.

In the Striking Photograph Above Appears Harley Coleberg, on His Indian Single, Winner of the 4 h. p. Event in the Recent Buffalo M. C. Hill-Climbing Trials.

In Training for Dodge City 300-Mile Race

Two-Mile Course Is Now Open and a Strong Line-Up of Noted Speedsters May Be Seen Daily Getting Their Machines in Trim for Big Fourth of July Event.



Dodge City Speedway—"Speck" Warner Hitting Up 70 Per; at Right, Crutchley (Pope), Warner (Indian), Alexander (Excelsior).

As the date for the 300-mile speedway race in Dodge City, Kan., draws near it is increasingly evident that the event will rank among the most important motorcycle contests ever staged in this country. The starter's gun will send away the first division of an exceptionally classy field at 10 a. m. on July 4, an hour later than was originally intended, and for the next five hours or so race history will be hot in the making. With $1,200 in gold to lure them on, in addition to handsome trophies, cups and medals, it goes without saying that the brigade of stellar speedsters already signed up will go to the limit of mechanical and physical ability.

The entries are limited to forty and at latest reports twenty-six riders were accounted for. It was excepted that at least ten more names would be added to the list before the general entries closed. With a view of assisting several riders who were delayed in making arrangements for a machine to use in the race, the management extended the entry period to June 25. From that time until twelve hours before the start of the 300-mile grind post entries will be received.

The Entries to Date

The Flying Merkel camp will be represented by Maldwyn Jones, of Leban, Ohio, who finished second in the Savannah road race; L. S. Taylor, of Middletown, a flat track veteran who has been coming into his own again of late, and Leland Young, of Salina, Kan., a hardy young speedster who has shown well in endurance work. C. F. Pineau, another well-known Merkelite, is entered as an individual.

The Pope colors will be upheld by William D. Lambert, of Westfield, Mass., and Henry Lewis, of Atlanta, Ga., two promising riders who have yet to make their mark in fast company. The Thor entries are William F. Brier, Jr., and Harry E. Rowe, of Aurora, Ill., seasoned endurance riders from whom big things are expected. The Indian squad will be made up of ten riders, but the latest bulletins from Dodge City do not give the names of the Wigwam representatives. It is understood, however, that the top-notchers of the Indian camp will be on the starting line. The only private entry on the Indian list to date is Ray Hazen, of Kansas City.

The Excelsior Motor Manufacturing & Supply Company will have four factory riders in the race, and three other Excelsiors will be entered by "Big X" agents. The factory quartet comprises the popular Bob Perry, winner of the Savannah road race; Carl Goudy, who has lately come to be recognized as one of the most capable members of the Excelsior squad; Ray Creviston, an equally dependable long-distance speedster, and Don Johns, known the country over as a racer who seldom fails to ride in the money. The three other Excelsiorites are A. B. Stuckney, of Kansas City, entered by E. B. Saufley; Ray Weishaar, of Wichita, entered by G. T. Brummitt, and Harold Crutchley, of Dodge City, entered by the Dodge City Motorcycle Company.

The Dodge City Motor Speedway Corporation, under whose auspices the big race will be run, is making every effort to co-operate with the factories and the racing men. A large force has been kept at work on the track for some time past in order that all may be in readiness for the first practice trials on June 25. This allows eight days for practice so that riders will be enabled to acquaint themselves thoroughly with the course. A practice schedule has been arranged to insure a fair opportunity for each rider entered. The management has also stated that a valuable souvenir will be given to each contestant who finishes the 300 miles.

Many motorcycle clubs throughout Kansas have announced that they will conduct tours to Dodge City for the Fourth of July, and the track management has prepared a special map which shows all the best routes leading into the race city. Copies of the map may be had on application to Carl J. Turner, care of the Dodge City Motor Speedway Corporation, Dodge City, Kan. It will be noted in the accompanying photographs that the two-mile course has been placed in perfect condition, and it is naturally assumed that records will fall during the big grind. In an impromptu trial on June 3 "Speck" Warner clipped off 70 miles per and stated that he could have done a little better had he felt called upon to go the limit.

BIG FIELD EXPECTED IN BIRMINGHAM RUN

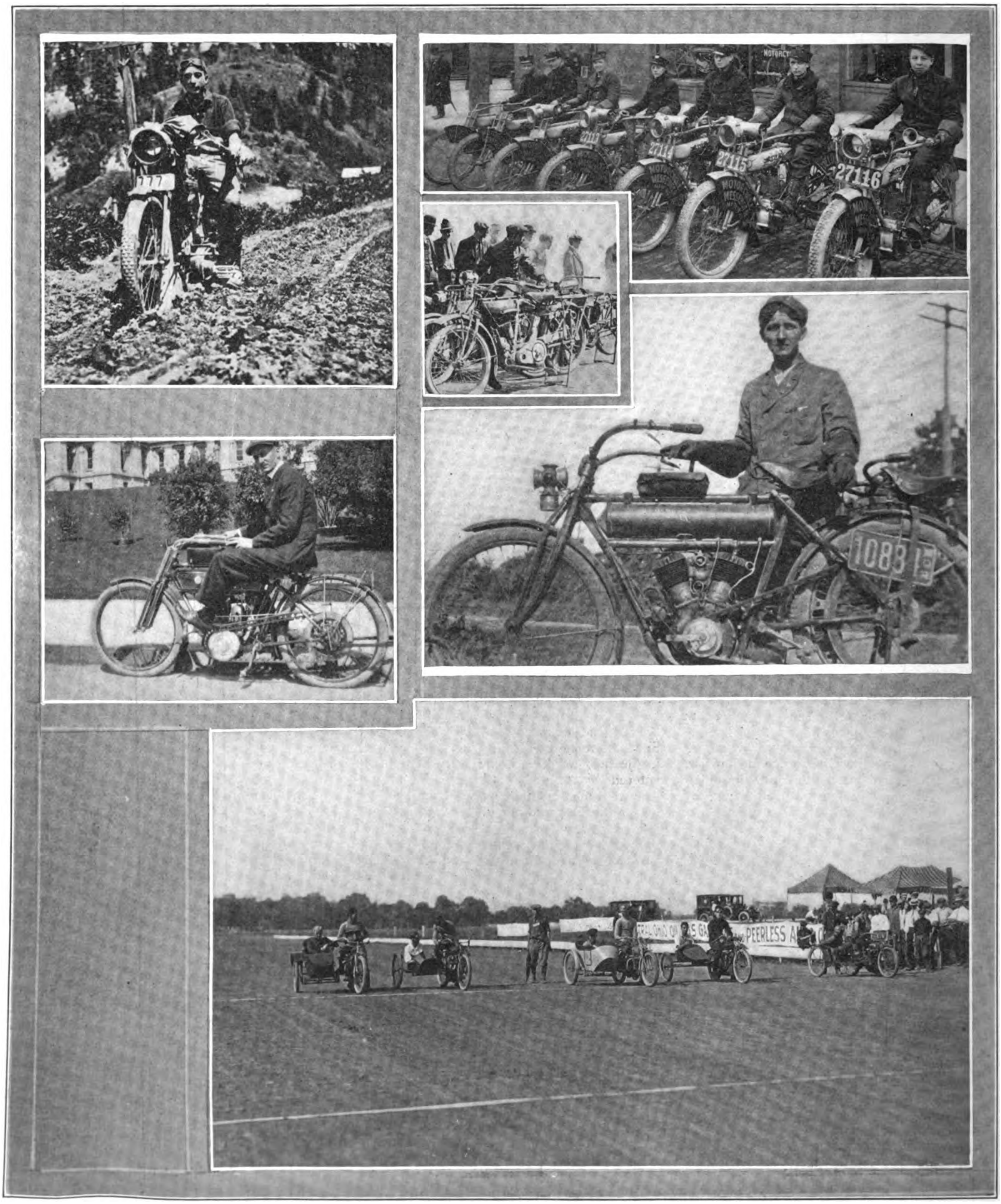
Final arrangements for the two-day motorcycle endurance run to be staged by the Birmingham (Ala.) *Ledger,* July 4 and 5, have now been completed. The contestants are scheduled to start from the office of the *Ledger* on the morning of July Fourth, reaching the night control, the Piedmont Hotel, Atlanta, Ga., at 4 p. m. The course traverses a 211-mile route, which will be followed on both the outgoing and the return trips. On the run to Atlanta checking points will be stationed at Gadsden and Rome, while on the return trip the riders will check at Cartersville and Gadsden.

Already fifty riders have placed their entries with H. C. Brown, secretary and treasurer of the Birmingham M. C. It is expected that there will be no fewer than seventy-five starters. The *Ledger* is offering two handsome cups to the two riders making the best showing. A motorcycle and $250 in cash complete the prize list. In order to win, a contestant must simply reach the controls on time, the condition of the machine not being considered. Entries will be accepted from F. A. M. members only. Atlanta riders desiring to participate in the event may obtain entry blanks from Gus Castle, manager of the Southern branch of the Harley-Davidson Motor Company, at 222 Peachtree street, Atlanta.

FREEPORT ENDURANCE RUN

Spills and plenty of hard riding featured the recent endurance run of the Freeport (Ill.) M. C. The run was the first of a series of three trials which will be held over the same route this year, the second and third runs to be held July 19 ard September 20, respectively. The 60-mile course, which is covered twice, includes a few stretches of good pavement, but for the most part consists of unusually rough roads and clay hills for which that section of the country is noted.

More Light on the Motorcycle's Adaptability

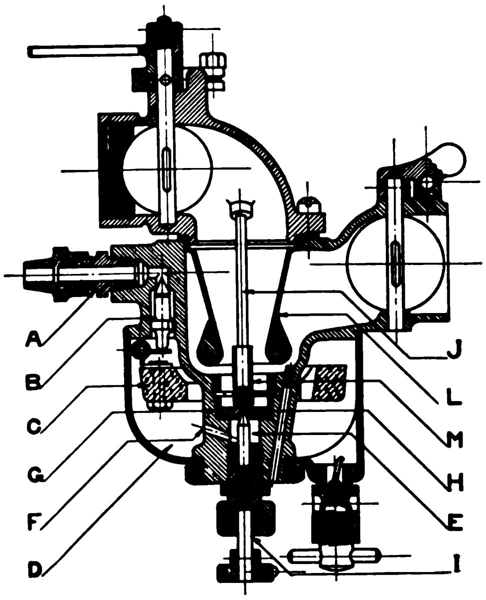


FROM time to time we shall present a page of photographs, along the general lines of the above, by way of showing the widely varied uses to which motorcycles are being put. In the present layout the upper left-hand photo shows a map-maker traveling a bad stretch of road on a Reading Standard; below is a Reading Standard salesman; at the right, a squad of Yale-mounted messengers; small inset, a racing scene with a Merkel in the foreground; below, a Merkel-mounted trouble-shooter for a telephone company; a sidecar race.

MANUFACTURERS

NEW HOLLEY CARBURETER FOR MOTORCYCLE USE

HOLLEY BROTHERS COMPANY, Detroit, Mich., have just brought out their new motorcycle carbureter of the fully automatic type, with no moving parts except the throttle. It follows the general lines of their well-known Model H of the automobile series, but with modifications which adapt it to the special requirements of motorcycle carburetion. There is but one adjustment, the opening of the jet needle valve, and this is made to compensate for varying atmospheric conditions only.



The carbureter is of the concentric float chamber type, with the fuel fed in from above through the connection A. The float C actuates an inverted float valve B, while D is the float chamber. The gasoline passes into the interior of the jetchamber through the [illegible] F and through the hole H to the [illegible]el in a cup into whose lower end [illegible]ling tube J. The jet opening is [illegible] the needle valve I whose head is [illegible]art of the carbureter. A screw- [illegible] of the float chamber permits [illegible] contents.

[illegible]ube J is a strangling tube [illegible]ndpipe at the base of J. [illegible] type and is operated [illegible] top of the connec- [illegible]e motor. The air [illegible] connection on the [illegible]here is a shutter [illegible]ch mixture for [illegible]Vith the throttle [illegible]or over causes a very energetic flow of air through the tube J and the motor is automatically primed as that tube has its lower end in fuel in the cup above H. When the motor turns under its own power, flow through J takes place at very high velocity, and the mixture is furnished by this tube and the air ports for low speeds and idling.

With more throttle opening, a considerable volume of air is caused to move through the passage bounded by the conical walls of the strangling tube L. The form of the standpipe M, seated on the body of nozzle piece G, is such that the air attains its highest velocity at its upper end. With small throttle opening, on the other hand, the cup above the nozzle is kept cleaned out and all fuel passes through the standpipe and into tube J. Any adjustment of the setting of the needle valve I affects the operation of the motor equally over its entire range. This desirable feature is the result of utilizing the pressure drop due to the velocity of flow of the air in the nozzle action, and the carbureter is thus correctly automatic in its mixture proportioning function, without the employment of any moving part.

CLEVELAND MAY HAVE YALE FACTORY BRANCH

CLEVELAND, O.—Jes Campbell and Raymond Ray, of the Consolidated Mfg. Company, Toledo, recently left this city after spending two weeks in "site" seeing. Although the only direct result of their visit to this city is the appointment of J. C. Storer, of 1711 Crawford Road, as agent for the Yale in Cleveland, rumor has it that the Yale manufacturers are contemplating opening a direct factory branch in this city. J. C. Storer, the newly appointed dealer, formerly handled the Yale as a sub-agent. He also handled the Flying Merkel and was distributor for the Black Hawk in Cuyahoga and ten adjacent counties.

O'MALLEY'S FIVE-WEEK TOUR

Philadelphia, Pa., June 21.—George W. O'Malley, secretary of the Harley-Davidson M. C., of this city, has completed plans for a five-week motorcycle trip through the Middle West, which he will make in the interests of the Corbin-Brown Speedometer Corporation. He will make the trip on a two-speed Harley-Davidson.

NEWBERRY ON INDIAN STAFF

John Newberry, who has traveled for the Miami Cycle & Manufacturing Company for three years, is now on the sales staff of the Minneapolis branch of the Hendee Manufacturing Company. He will cover territory in Minnesota, North and South Dakota and Indiana.

MERKEL FACTORIES AGAIN CENTRALIZED

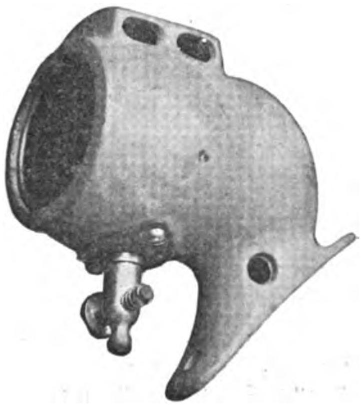
INDIANAPOLIS, IND.—The large building formerly the home of the Prest-O-Lite Company, and lately occupied by the motor assembly department of the Miami Cycle & Mfg. Company, is again deserted. The builders of the Flying Merkel motors have pulled up stakes and moved back to Middletown. A large new building has been erected there for the housing of the motor assembling department. Officials of the Miami company effected the consolidation in the belief that the work could be carried on more economically and thoroughly.

SIMPLEX WORKS BUSY

Pronounced activity is the order of the day at the Simplex Machine Works, 272 Forty-first street, Brooklyn, N. Y. Over 60 sidecars have been turned out so far, and the works are running on full time on repeat orders from former buyers. An expert body-painter is constantly employed to stripe and finish the bodies in the wide variety of colors which patrons desire their outfits finished in and which embrace every make of motorcycle on the market. As a side line, the overhauling of motorcycles is being continued.

THE FAIRY TAIL LAMP

Bulletins from the 20th Century Mfg. Company, of 420 Ogden street, Newark, N. J., state that the demand for the company's Fairy tail lamp is surpassing all previous marks. The lamp, which is illustrated herewith, successfully combines durability and attractiveness. It projects a clear red signal and also a bright white light on the license plate. Interesting literature describing the Fairy tail lamp for motorcycles, as well as other lighting outfits included in the 20th Century line, may be had for the asking.



KEEP YOUR MUFFLER CLOSED.

Above is seen the factory garage of the Harley-Davidson Motor Co., at Milwaukee. Special attention is called to the large "Keep Your Muffler Closed" Sign, which order is strictly enforced at all times by Walter Davidson.

SPEAKING OF SERVICE, HOW ABOUT THIS?

THE ability to inspire confidence in a patron has long been recognized as one of the highest and most essential attributes in a manufacturer, but it is seldom that a trade man receives such striking proof of his forcefulness in that direction as was supplied in a letter received a few days ago by the Troxel Mfg. Co., of Elyria, Ohio. Genial Dave Troxel admittedly has a knack all his own of making and holding friends, but a few more "friends" like the chap who forwarded the interesting epistle printed verbatim below might disorganize even the rapid-fire correspondence department of the Troxel company. Here's the letter, in all its original picturesqueness:

"Dave Troxel, Esq.,
"Elyria, Ohio.

"Dear Dave:

"Allow me to apologise for being so personnel, but seeing your pictur in the ad in the trade paper, I feel as if you and me was old friends.

"You say in your ad to write to yourself if the saddle goes on the bum. I don't want youse guys to think I am a kicker, but I certainly think I have very grate cause for complaint. I have a Curtis motorcycle that I bought second-hand and it had one of your Troxel saddles wich I understan is garanteed for always. I have only been ridin this machine 5 years miself carrying mail and packages and the top of the saddle is already all out of shape. It looks like an old piece of tripe. What the hel kind of lether do you use? Although I am out in the rain and bad weather considerable, I am not over hevy, as I only way 200 pds, but cover the saddle all over so that the weather should not have loosened the lether. I do not average more than 5 thousand miles every year.

"Now, friend Dave I am putting it upp to yourself, as I fele after readin your fine offer in the add, youse will give me a new saddle.

"Your friend Jim Wellington
"1215 Edson Ave.,
"Hubbards Woods, Illinoi.

"P. S.—When you send itt be shure and prepay the charges and make it a grate big won. frend Jim."

CASTLE LANDS CONTRACT

Atlanta, Ga.—Gus Castle, manager of the Southern branch of the Harley-Davidson Motor Company, has sold two 1914 models to the Atlanta Gas Light Company for use in its collection department. While in Chicago recently Mr. Castle closed a contract with a large electric company to supply all of their branches in the Southeastern States with Harley-Davidsons for the electric company's "trouble finders." "That the demand for motorcycles for commercial use is rapidly growing," writes the Atlantan, "is evident in view of that fact that more than 7,000 Harley-Davidsons are employed by the Government in rural mail service."

VULCAN PROCESS WELDING BOOK

For those who are interested in the welding and cutting of metals, a study of the book just issued by the Vulcan Process Company, Minneapolis, Minn., will be well worth while. This work, on the oxy-acetylene process, is divided into sixteen chapters and is profusely illustrated, covering as it does all departments of welding and flame-cutting, as well as that of carbon removal from motor cylinders. The instructions are plainly given and are accompanied by specimens of each different kind of weld or cut and the steps to be taken in effecting the same. Valuable tables and data complete the volume.

SOME HILL-CLIMBING

In a recent letter to the Excelsior Motor Mfg. & Supply Co., of Chicago, Charles Ott, the Excelsior dealer at Dallas, Tex., tells of an unusual hill-climbing performance of his "Big X" demonstrator. Mr. Ott writes as follows:

"There has been considerable talk of late regarding the climbing of a certain short, steep, rugged hill by a motorcycle. The climb must be made from a standing start, and it was the consensus of opinion that no motorcycle could make it. We accomplished the feat several times on an Excelsior twin, clutch model. A number of other makes of machines made unsuccessful attempts to duplicate our performance. After the tests on this hill were finished we hitched our Excelsior to a Chalmers automobile carrying four passengers and pulled it up a moderate grade for half a mile. We started up-grade from a standstill. Then, with three people on the machine, we pulled a truck of fourteen hundred and ninety pounds nearly a mile.

PARDEE OUT OF ERICSSON COMPANY

Announcement is made of the retirement of Frank W. Pardee from the Ericsson Manufacturing Co., of Buffalo, N. Y., of which he has been vice-president and general manager. During his connection with the Ericsson company Mr. Pardee has made a host of friends in the trade field, and every movement for the development of the industry has found in him a consistent and able supporter. While Mr. Pardee retains no interest in the Ericsson company, he has not made known his plans for the future.

F-N SPECIALTIES IN DEMAND

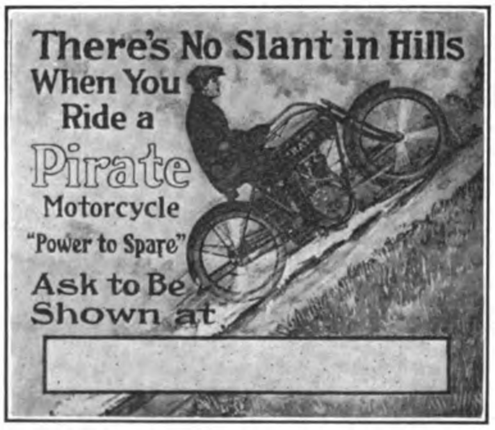
Although the Fentress-Newton Manufacturing Company, 253 Lafayette Boulevard, Detroit, Mich., is working its factory to the limit of its capacity, and also maintaining a night force, it is unable to cope with the demand for F-N specialties. Despite the fact that it has been turning out tandems at the rate of 137 a day the demand is still greater than the supply.

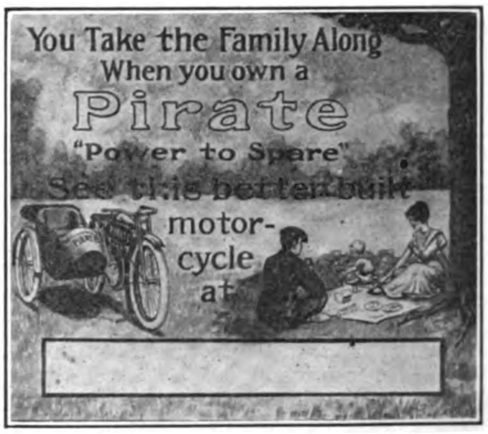
J-M CHANGE IN DULUTH

The Duluth office of the H. W. Johns-Manville Co. has moved to larger quarters at No. 327 W. First street, in order to take care of its increased business. The new office is on the ground floor, with windows for the display of all the Johns-Manville specialties.

C. E. Daniels, formerly manager of the Oxy Welding Company, at Atkinson, Neb., has taken the agency for the Henderson in the territory surrounding Atkinson.

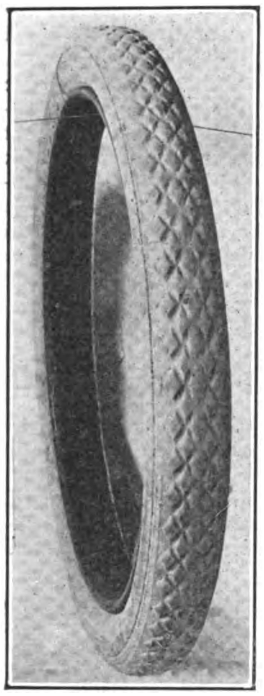
Another Publicity Aid to the Motorcycle Dealer





THE accompanying photographs show reproductions of stereopticon slides which are being used to good effect in its general advertising campaign by the Milwaukee Motorcycle Co., manufacturers of the Pirate motorcycle. The pictures are made up in three colors and when thrown on a screen at motion picture theaters and in other public places they never fail to attract attention. The Milwaukee company has supplied a number of its dealers with the colored slides for use in motion picture houses and it is stated that the publicity returns from them have been highly satisfactory. The name of the local dealer is filled in in a panel left for that purpose at the bottom.

BAKER'S RECORD-MAKING TIRE



Baker's Front Tire

In view of the terrific test to which the tires used by E. G. Baker, on his coast-to-coast tour, were put, it follows that riders all over the country are interested in the showing made by the Goodyear tread. The accompanying illustration shows the tire used on the front wheel of Baker's machine. Not only was it taken from ordinary stock, but it had been ridden nearly 2,000 miles previous to the record run. Having dodged sharp cactus plants through the heat of a thousand-mile stretch of desert sand, traveled over the rocks of four mountain ranges, through two hundred miles of mud and sixty miles on railroad ties, the tire still shows little wear. While in Kansas, Baker got seven nails in the rear tire in eighteen miles, and "to play safe," as he said, he changed that tire.

MODERN FACTORY WORK

Some advanced examples of modern factory equipment to promote comfort, convenience and sanitation among employes are to be found in the big factory of the Goodyear Tire & Rubber Co. at Akron. Not long ago a bubble-fountain system of drinking water was installed. Later this was improved by the addition of a refrigerating system, giving Goodyear employes circulating ice water. Still later a sterilizer was added, to remove the water supply from all possibility of contamination. This is achieved by an apparatus which brings all the water to a boiling point, without destroying its "life" for drinking purposes.

Men are employed constantly by the company to seek out possibilities for the improvement of the factory system in all ways that will reduce danger from accident, and add to the healthfulness and attractiveness of working conditions.

The Safety First campaign, inaugurated some time ago, is already productive of good results. Prizes were given men with good ideas for making danger points safe, and the number of accidents reduced. One of the picturesque features of Goodyear factory development is the Goodyear fire department, which responds to a perfect factory system of calls, with light, modern apparatus, and has doubtless saved the company serious fire losses.

NEW WESTERN ELECTRIC CATALOG

The Western Electric Company, of 463 West street, New York City, has just issued a 52-page illustrated catalog descriptive of its extensive line of standard electrical appliances for automobiles, motorcycles, light cars and motor boats.

CAUTLEY GIVES SOME T. T. CHAIN FIGURES

JOHN R. CAUTLEY, manager of the chain department of Peter A. Frasse & Co., 417 Canal street, New York City, has compiled some interesting data relative to the important part played by the chain drive, and particularly the Renold chains, in the recent Junior and Senior Tourist Trophy races on the Isle of Man. Referring to the Junior event, Mr. Cautley finds that fifteen of the starters used chain transmission, and that fourteen of these finished; that twelve starters had chain-cum-belt drives, and that six of these finished; that twenty-two used the belt alone, and that of this squad ten finished. He submits this table as the basis for his claim that the chain and chain-cum-belt drives are growing in favor abroad, and that the chains are equal to any strain imposed upon them.

In considering the Senior T. T. race Mr. Cautley finds that thirty-six of the starters had chain-driven mounts and that twenty-two of these finished, five of them in the first ten and twelve of them in the first twenty. Eighteen of the starters used the combination chain and belt drive and nine of these finished, two of them in the first ten and four in the first twenty. Fifty-six belt-driven machines left the tape and nineteen finished, three of them in the first ten and four in the first twenty. Mr. Cautley points out that, although a belt-driven machine, the Rudge, won the Senior T. T. race, three out of the first four machines to finish were chain-driven.

"I do not wish to appear unsportsmanlike," writes Mr. Cautley, "but I am a chain advocate personally as well as in a business way, and I cannot refrain from calling attention to what seems like conclusive proof that the chain-drive is rapidly coming into favor on the other side. I regard the T. T. races as triumphs for the chain transmission, and when I find upon close examination that the only make of chain mentioned by an authoritative English motorcycle journal in connection with the equipment for the races is the Renold, I feel justified in doing a little crowing. In the table upon which my letter is based were mentioned half a dozen makes of carbureters, tires and magnetos, but curiously enough the only make of chain I find mentioned is the Renold. Surely this is a very satisfactory state of affairs in general, and as far as the Renold chains are concerned the tribute must be obvious."

KEEP UP THE GOOD WORK, GEORGE

A few days ago a newspaper clipping came to hand which points a business moral so forcefully that we reprint it below, despite the fact that the enthusiast who forwarded it neglected to state where it was published. We are equally unfortunate in being unacquainted with the George J. Anderson referred to, but we are prepared to wager a new straw hat with a sure-enough red feather in the band that George is the kind of chap who labors with a smile and never worries the bank folks by having to overdraw his account. The clipping:

"And then came George J. Anderson to the *Herald* office and delivered the following bundle of conversation—'I stand ready to wager any man in the country $25 (twenty-five dollars) that the Harley-Davidson motorcycle will climb any hill in Plymouth.' He then went on and got down to details. It seems that Mr. Anderson has perfect faith that the cycle for which he is agent can do anything but eat out of your hand, and that with careful training it might be taught to even do this. It will climb up a flight of stairs without jarring its internal workings, and then turn around and climb down again. A ride on it will cure indigestion, insomnia, headache, toothache—it will cure everything but hams. If a man wants to go anywhere on a Harley-Davidson machine he is liable to get there before he starts unless he uses the brake. It has more real life and can show more action than an unsuspecting individual surrounded by hornet's nests. It can't swim—that's the only drawback it has, but it can plough through mud up to its knees, which is next door to swimming."

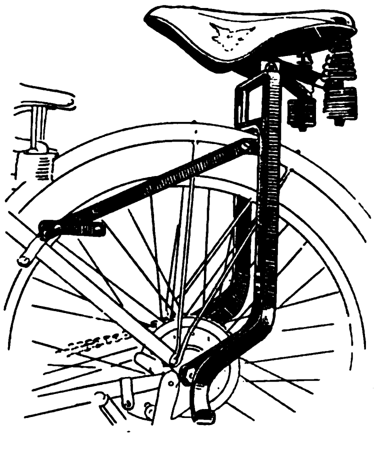
J-M ELECTRIC LANTERN

To the already extensive and popular line of motorcycle specialties marketed by the H. W. Johns-Manville Company, of New York, has been added a new electric lantern. The new lantern, which is of interest to motorcyclists chiefly because of its usefulness in the garage or repair shop and in doing repair work on the road at night, is different from other electric lanterns in that it uses standard batteries. It is listed as the J-M Mobilite electric lantern, and it will be readily seen that the use of the larger batteries gives an infinitely greater burning capacity. In fact, the makers claim that with two ordinary dry cells used intermittently, it will burn for 150 hours.

It is fitted with a tungsten bulb of exceptionally low amperage, and a specially designed parabolic reflector. It is stated that the light from this lantern is so powerful that objects are clearly discernible at a distance of 150 feet.

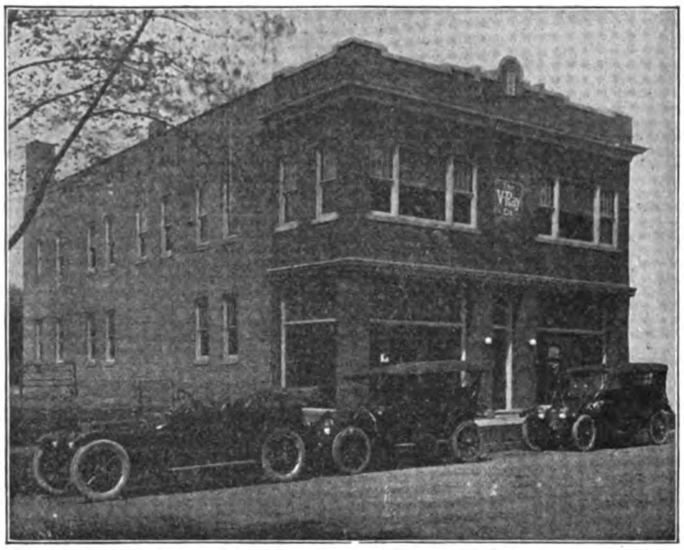
REDMOND SPECIALTIES

In the accompanying illustration is seen the Redmond "Easy Ride" quick detachable tandem, manufactured by the Redmond Sales Company, of Los Angeles, Cal. It is stanchly built and may be attached in less than a minute, this being accomplished by the adjusting of two clamps. The smooth, easy riding is attained by the use of a coil spring shock absorbing device. Without the saddle the Redmond saddle sells for $9, while the saddle-equipped tandem is listed at $12.50. It may be used on 1913 model Indians and all makes of machines. Redmond "Easy Ride" footboards, pedals and footrests are also included in the firm's motorcycle specialties.



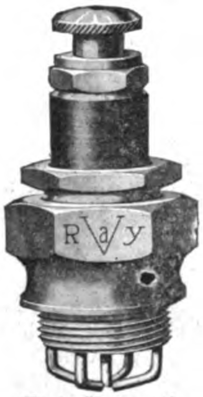
Attractive New Home of the V-Ray Company

Rapid Growth of Business Has Necessitated an Improved Factory



New V-Ray Factory in Marshalltown, Iowa.

THE illustration at the right shows the new home of the V-Ray Company, manufacturer of the well-known line of V-Ray spark plugs, in Marshalltown, Iowa. The new structure offers convincing proof of the popularity which has attended the development of the V-Ray line, in that it is one of the finest establishments of its kind. Beginning in 1911 in a very modest way (only one room was used at first) the business of the company has grown until the factory illustrated herewith was needed to meet the sales demands. In 1911 the daily output of the company was only 25 spark plugs; now the daily capacity is something like 3,000 plugs.



New Shape of V-Ray Plug.

To facilitate the large volume of business the shipping room in the new quarters has been equipped with an automatic carrier system, whereby all shipments up to 1,000 pounds are lifted from the shipping room floor and deposited in the freight and express wagons. To simplify the handling of telegraphic business the company has installed both Postal and Western Union telegraph offices in the new plant and all telegraphic communications are handled by V-Ray operators direct. The V-Ray company has always been an enthusiastic exponent of advertising, and besides the liberal appropriation they have put into the magazines they have also set aside a large amount to be used in direct advertising. This makes a direct appeal to dealers and the trade in general and has necessitated the installation of a private printing plant which has a capacity of 5,500 large sheets per hour.

Besides the well-equipped plant at Marshalltown the company maintains six branch houses in the United States and one in Canada at Winnipeg. Messrs. Hansen and Denmead make their headquarters at the factory in Marshalltown, while the third member of the firm, P. W. Sinclair, has his headquarters at San Diego, Cal., from which point he directs all Pacific Coast operations.

In connection with this article is also illustrated the improved makeup of the "Mika" and porcelain V-Ray spark plugs. Finding that they could not improve the quality or basis design of the V-Ray plugs the company's engineers decided upon a refinement in the exterior makeup of the product. No "organic" changes have been made, the only alterations being in the contour of the shell and in regard to the unusually neat terminal cap.

A RECORD TRIP TO GOVERNMENT CAMP

H. B. DUGAS and M. C. Webster, of Portland, Ore., riding tandem on a two-speed Indian twin, established a record when they made the trip from Portland to Government Camp on Mount Hood on June 7. Never before has the trip been made so early in the year on a motorcycle. The jaunt was one of the hardest ever accomplished by a tandem party. Although the roads were in a fair way for automobile travel they were entirely unsuitable for motorcycle purposes. The chief difficulty was in keeping in the wagon ruts, which in some places were so deep that it was necessary to raise the footboards to prevent the machine from ploughing into the sides of the ruts. Despite the unfavorable road conditions the riders reached the camp shortly before noon, having been in the saddle since 7 a. m. The severest test in the way of hill-climbing was encountered at Laurel Hill. The Portlandites remained at the camp until 6 p. m. and arrived in Portland at 10 p. m. They report that the Indian behaved splendidly.

STEVENS & CO.'S FINE SEASON

That there will be an increasing demand for accessories of quality each season is the firm belief of Stevens & Co., 373 Broadway, New York City. The basis of their belief is the excellent season they have had since last fall, and which considerably exceeded past seasons in the business done. In pursuance of their usual policy, they will introduce a number of new accessories in the near future, among which will be a unique tool for clutches.

NEW TIRE COMPANY AT CLEVELAND

Cleveland, O.—The Brown Middlewest Tube Co., has been incorporated in this city with a capital of $10,000. It will deal in all kinds of tires. The incorporators are Melvin O. Smith, G. W. Jacobs, Frank S. Martin, Max P. Goodman and R. Fraser.

ANOTHER EFFICIENCY IDEA

Excellent results are already being obtained by The Goodyear Tire & Rubber Company from a system by which every prospective employee is submitted to a physical examination. The system was installed with an examination of employees on the company's factory payroll January 1 of this year.

The examination itself is not so formidable as it sounds. And the presence of various ailments revealed by the examination does not necessarily bar candidates from employment by the company. On the other hand, the information thus obtained enables the placing of men where they will be most efficient and can work with minimum discomfort and maximum returns for themselves. This is given as one of the reasons why the Goodyear plant, now employing about 7,500 men, a number not greatly larger than the number employed last year, is producing nearly double the product turned out in 1913.

Many men's positions were changed at the beginning of the year, when examinations were begun, and those who were changed were benefited in every instance, according to the record. No one is absolutely barred by the examination, unless found suffering from contagious or infectious diseases.

ECHO FROM THE POLAR REGIONS

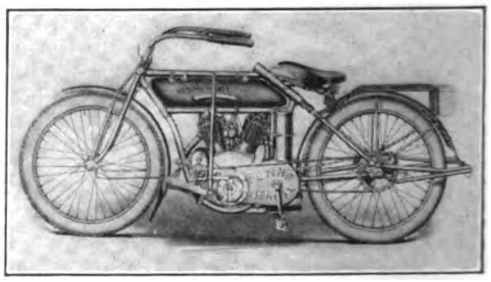
From the Harley-Davidson Motor Company, Milwaukee, Wis., comes the report that a two-speed Harley-Davidson single has been shipped to J. B. Hardy, of Dawson, Yukon territory. "It is probable," writes the Milwaukee firm, "that Hardy has the record for being the 'farthest north' motorcyclist." It will be readily seen that the machine will have to travel considerable before reaching Hardy by the fact that the express charges were close to $70. Hardy is master mechanic for the Yukon Gold Company and will use the machine in connection with his work.

BARTER-LONGTIN INCORPORATE

With a capitalization of $5,000 the Barter-Longtin Auto & Cycle Co., of Watertown, N. Y., has been incorporated to transact automobile and motorcycle business. The incorporators are Ralph Barter, Mary Barter and Wilfred Longtin.

THE COMPLETE MERKEL MODEL

The photograph of the Flying Merkel machine shown herewith is the first to present the 7 h.p. model complete with footboards and the combination dual brake system. It will be noted that despite the additional fittings the mount retains its pleasing lines and general compactness.



The O. H. Kathman Company, agents for the Flying Merkel at Quincy, Ill., have been appointed distributors for **Pennsylvania Vacuum Cup tires.**

DEALERS

COLUMBUSITES DINED UNDER DIFFICULTIES

PILOTED by P. I. Haynes, Columbus distributor for Harley-Davidson motorcycles, a party of Columbus riders of Harley-Davidson machines left Columbus early last Sunday morning on an annual run into the country. The yearly cross-country trips, which are conducted by Mr. Haynes, are highly appreciated by the Harley-Davidson riders of this territory, and the annual event is something which is always looked forward to. Before leaving Columbus the riders and their mounts were lined up along the east side of the statehouse square and a huge panorama photograph was made.

With Lancaster as their goal, the party sped along the roads south of Columbus. Visions of a chicken dinner after reaching the county seat of Fairfield county loomed before the minds of the motorcyclists, and they had no idea of what was in store for them. Mr. Haynes and a committee had made all arrangements for the dinner and apparently there would be no hitch in the plans.

But upon entering Lancaster the party of motorcyclists was thrown into the depths of despair, for there they beheld the smoking ruins of the restaurant at which they were to have dined. The building had caught fire and was almost totally destroyed before the flames were extinguished.

The kitchen of the restaurant alone remained undamaged by the fire. The manager of the place then decided that the travelers should be served at any cost and he immediately ordered his employes into the kitchen to prepare a meal. After the meal had been cooked it was carried to a nearby hall, where it was served to the Columbus riders. After the dinner the party started back to Columbus.

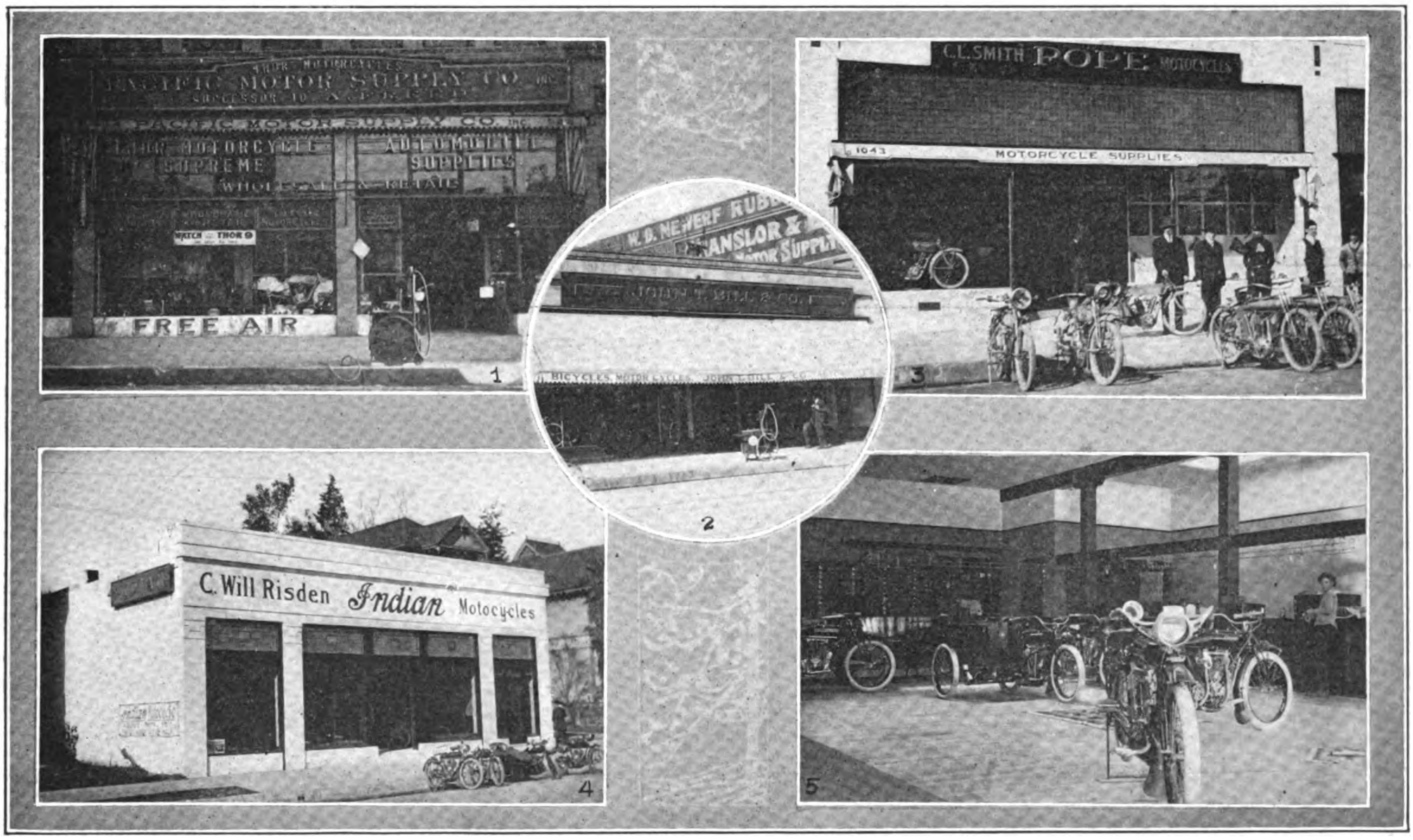
NEW HENDERSON DEALERS

G. G. Bell, who covers the States of Kansas, Nebraska and Iowa in the interests of the Henderson Motorcycle Company, of Detroit, Mich., announces the appointment of the following new dealers: Long & Eldred, Parsons, Kan.; the Roberts Cycle Company, Emporia, Kan., and Painter & Oliphant, who have stores at both Hutchinson and Dodge City.

MORE POLICE MACHINES

F. A. Baker & Co., 10 Warren street, New York, have been awarded a contract for 15 motorcycles for the New York Police Department, the make specified being the Indian. Most of those to be provided are of the light roadster type, and speedsters in Manhattan's streets will hereafter have their work cut out to get away from the city's two-wheeler squad members.

Four Progressive Los Angeles Agencies Where Sales are Brisk These Days



NO. 1 of the accompanying layout of motorcycle stores in Los Angeles, Cal., shows the headquarters of the Pacific Motor Supply Company, agents for the Thor, on Main street, near Ninth; No. 2, the home of the Reading-Standard, Pierce and Emblem, maintained by John T. Bill & Co.; No. 3, C. L. Smith's Pope headquarters at 1043 South Olive street; Nos. 4 and 5 show the store front and an interior view of the headquarters of C. Will Risden, distributor for the Indian in Southern California.

Harley-Davidson

Howard Peters Wins Buffalo Event

Stock Harley-Davidson Twin tears up 25% Grade at 51 miles per hour defeating 5 Different Makes

1500 people saw Howard Peters win the twin event in the annual hill climb of the Buffalo Motorcycle Club on Patchen Hill. Peters' stock Harley-Davidson defeated 5 different makes *stripped for racing.*

The single cylinder event proved easy for Oliver B. Allyn, also on a Harley-Davidson.

Harley-Davidson Motor Co.

Dependability

Newark

8 Harley-Davidson starters—8 perfect scores. Harley-Davidson rider won gold medal for most consistent performance, in addition to his perfect score.

100%

Indianapolis

4 Harley-Davidson starters—4 perfect scores. 3 diamond medals for the Harley-Davidson team riders. Gold medal for the individual Harley-Davidson rider.

100%

Bakersfield

The recent Bakersfield, California, Endurance Contest, turned out to be a regular mountain climb. The riders crossed five mountain ranges and negotiated 30 miles of desert sand. 3 Harley-Davidsons, which reports show as the only Harley-Davidsons entered, won perfect scores.

100%

Freeport

6 perfect scores of 1000 points each. More perfect scores than all other makes combined.

6000 Pts.

Sedalia

In the Sedalia to Kansas City and return Endurance the Harley-Davidson won 2 out of 3 perfect scores. The contest was so severe that machines of three different makes were put entirely out of commission. Only one perfect score was awarded among the 8 machines of other makes in the contest.

2000 Pts.

Reliability, durability and all-around consistency of performance are responsible for the thousands of Harley-Davidsons in general use for commercial purposes.

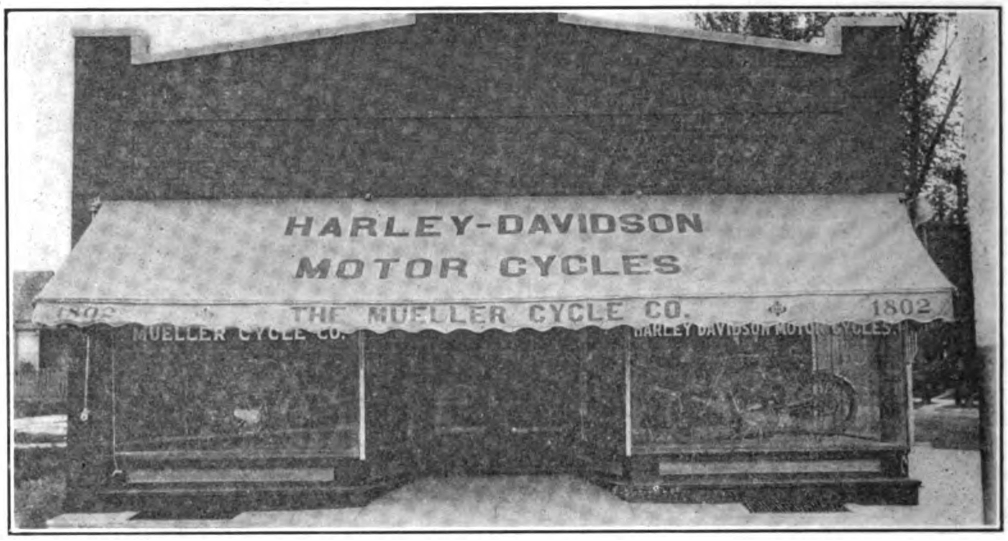
As a direct result of four years' thorough tryout of all makes in **actual service,** the Peoples Gas Light & Coke Company has 77 Harley-Davidsons in use. The last order placed for Harley-Davidsons by this concern was for 47 machines. The Peoples Gas Company is now buying Harley-Davidsons exclusively.

735 C Street, Milwaukee, Wis.

MUELLER'S BRANCH STORE

A. G. Mueller, Harley-Davidson agent in Milwaukee, is a firm believer in window displays and in general neatness, as is attested by the accompanying photograph of a North Side branch which he has just opened at North Avenue and Eighteenth street. As proprietor of the Mueller Cycle Co., Mr. Mueller has been operating for nearly a dozen years at 726 National avenue. His growing business has necessitated the North Side branch in addition to his main store on National avenue.

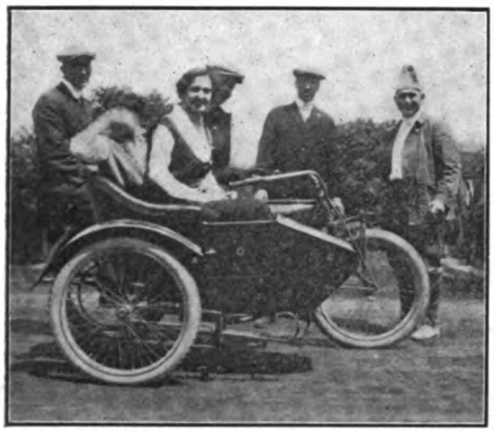
Mueller has erected a building especially designed to provide excellent service to motorcycle owners. The deep show windows are sufficiently large to permit of displaying a motorcycle with sidecar attached. The entrance on Eighteenth street has a cement approach so that motorcycles and sidecars can be run into the shop or store without difficulty. Mueller has provided a room for the use of riders, apart from both the salesroom and repair shop. There riders can make minor adjustments under the most favorable conditions. Arthur Farber is manager of the new branch, having been transferred from the store on National avenue. The repair department in the new location is in charge of Edward Kreft.



New Mueller Branch in Milwaukee, Described at Left

BIG BUMILLER OUTING

A preponderance of tandemites and fifteen sidecar parties featured the recent Bumiller outing in which 120 Indian enthusiasts participated. The run was held under the direction of Herman Bumiller, president of the Herman Bumiller Company, distributors for the Indian in southern Ohio, and was considered one of the best attended and most enjoyable motorcycle events ever held in the Queen City. In the sidecar shown in the accompanying photograph are seen Mrs. George Squiers and Mrs. Herman Bumiller, both of whom participated in the outing. From left to right those in the rear are: Joseph Uhl, Jr., captain of the Indian M. C., of Cincinnati; Herman Bumiller, George Squiers, and Representative Strickland, of the Continental Rubber Works.



KELSEY'S THEATRE STORE

After occupying a store on Main street for several years Charles Kelsey, the hustling Indian agent of Little Falls, N. Y., has removed his headquarters to the Ann street theatre building, where he now has a fine salesroom, garage and repair shop. The new location not only affords considerably more room but is more convenient for the riders, as traffic makes pleasant riding impossible on Main Street, Kelsey's former location.

OKLAHOMA BUSINESS BRISK

Bruce P. Fields, an automobile and motorcycle dealer of Lawton, Okla., writes that motorcycle business has been surprisingly brisk during the last few weeks. In a letter to MOTORCYCLE ILLUSTRATED Mr. Fields states that all motorcycle riders touring through his section of the country will receive a hearty welcome at his headquarters.

NEW EAGLE HEADQUARTERS

George P. Jenkins, distributor for the Eagle Motorcycle in New York, formerly located at Seventy-Fifth street and Amsterdam avenue, has opened larger headquarters at 2146 Broadway.

HOLOFCENER'S AGENCY

Edward A. Holofcener, 426 North Gay street, Baltimore, Md., formerly agent for the Yale, has signed up to represent the Flanders and the Limited motorcycles in this vicinity. Neither of these machines have been represented in Baltimore before.

FRENCH STILL ORDERING

Howard A. French & Co., Baltimore distributors for the Indian, have just delivered several two-speed electrically equipped machines to the Commissioner of Motor Vehicles. The machines will be used for patrol purposes. French has just entered an order for another carload of machines.

The St. Louis Motor & Cycle Company, of St. Louis, Mo., specialist in motorcycle repairing, has opened a new store at 108 North Twelfth street. Louis H. Miller is in charge.

Columbus, O.—The Barr Motorcycle Company, of East Gay street, distributors for the Indian in Central Ohio, has placed a subagency in Lancaster with the newly-formed Fairfield Cycle & Supply Co.

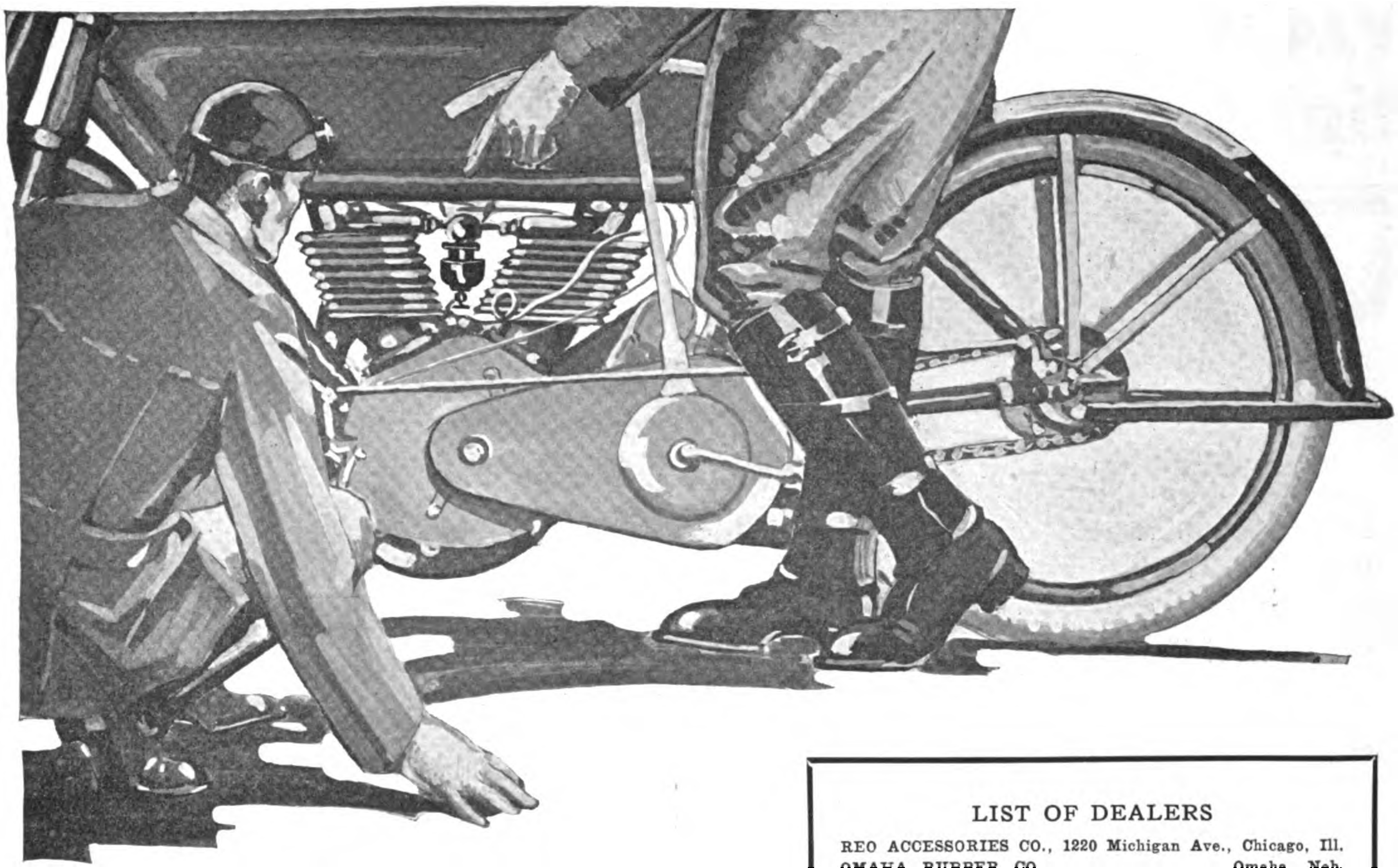
A Harley-Davidson agency has been placed with the Doering Hardware Company, of Wapakoneta, O.

CONCESSION TO MOTORCYCLISTS

Motorcyclists of the Northwest are jubilant over a change which has just been made in the regulations governing sightseeing in Mount Tacoma National Park, the wonderland of natural scenery in the Cascade Mountains. The new rules will permit of the use of motorcycles on the government road from the western boundary of the park to Longmire Springs between 6 a. m. and 9 p. m. Formerly motorcycle riders were not permitted to enter the park until 9 a. m., a ruling which inconvenienced many parties.

THOR'S UNIQUE PERFORMANCE

From R. J. Morgan, Jr., president of the United States Sporting Goods Company, of Van Wert, O., comes the accompanying photograph of the 9 h. p. single speed Thor pulling a load of 1,395 pounds. The riders made a standing start and rode the machine about the town, the stunt being watched by 2,000 people. They made several stops in the business district to demonstrate how easy it was to start again. To cap the unusual performance, the Thor boosters piloted the machine up a small hill. The powerful Thor carried the entire load up without any visible bad effects and is now the talk of the town.



HOLLEY CARBURETOR *for Motorcycles*

LIST OF DEALERS

REO ACCESSORIES CO., 1220 Michigan Ave., Chicago, Ill.
OMAHA RUBBER CO.......................Omaha, Neb.
H. F. BROWNELL CO.................Sioux Falls, S. D.
Foreign Branch: HOLLEY BROS. CO......Coventry, Eng.
HUGHSON & MERTON,
580 Golden Gate Ave., San Francisco, Cal.

BRANCHES

Los Angeles, Cal.....Hughson & Merton, 1229 So. Olive St.
Portland, Ore..........Hughson & Merton, 329 Ankeny St.
Seattle, Wash...........Hughson & Merton, 924 E. Pike St.

Get Rid of Springs

in your carburetor. You, as a motorcyclist, know that most carburetor troubles come from vibration. You know how hard it is to maintain a proper adjustment.

This new self-adjusting Holley has no moving parts, and only one adjustment—just a gasoline valve. It is made right at the factory, and you can't change it, if you want to.

It is designed according to a well-known law of hydraulics and can be depended upon to always perform its functions properly under all conditions of weather and altitude.

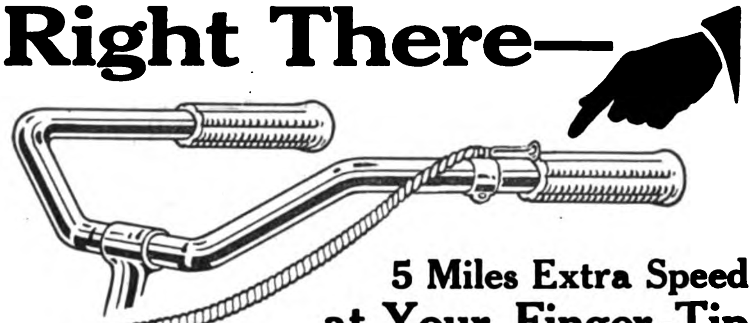
It is simple, and so economical that it will pay for itself in a few thousand miles of riding. Have one of these new Holley carburetors put on your motorcycle. We know you will like it.

If not satisfactory after 30 days, your money will be refunded.

Write for full Particulars

HOLLEY BROS. COMPANY
DETROIT, MICHIGAN

More Speed Right There—



5 Miles Extra Speed at Your Finger-Tip

Put a Speedler on your motorcycle for a thirty-day free trial; and try this experiment: Set the gasoline feed at the 10-mile mark—touch the Speedler control with your finger—and watch her jump to 15 miles.

The Speedler will give you a 5-mile edge on any other machine on the road. No other rider can keep you in sight—unless he has a Speedler, too.

And the beauty of the Speedler is that your extra speed does not cost you a cent. It's all free as the air. Because it's the **Speedler cross-cut air spray** that does it. Not one extra drop of gasoline is used in getting this extra speed.

The secret is perfect carburetion every minute, the year 'round. Not one atom of power is wasted. A Speedler is guaranteed to add five miles speed on the same gasoline consumption, or you get your money back. And it will carry you from 20 to 30 miles farther on a gallon of gasoline than you now can travel.

Speedler

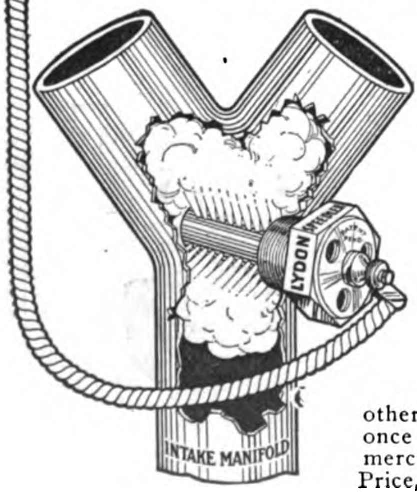
"More Speed—Less Gas"

Have your dealer attach one of these speed-makers to the intake manifold of your machine. It will take him but fifteen minutes, and he can get one from his jobber.

Try it out any way you wish. Test it for speed, for gasoline saving, for cooling. Test it for decarbonizing your cylinders, for kicking in with a couple of extra horse-power when you hit sand or mud, or for an instantaneous air brake in a tight place.

Your decision will be the same as that of over 12,000 satisfied riders who adopted Speedlers last year. Used by racers everywhere.

Try One Free



Now here's our proposition. Have your dealer put a Speedler on your machine. We authorize any dealer to do this at our risk on 30 days' free trial. Try it for a month. Give it the hardest kind of usage. If it does not save its cost—if it does not give you more speed and more mileage without increasing your gasoline consumption—if you are not pleased in every way, the price will be refunded. Don't wait another day. See your dealer at once and get this great little speed-merchant to working for you. Price, only $3 complete.

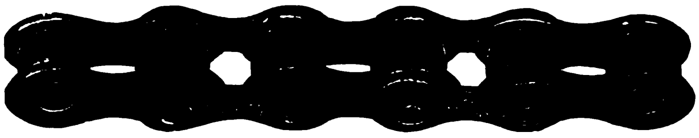
Lydon Mfg. Co. **Dept. 55** **Chicago**

"The Coventry" Chain

"The Motor's True Mate"

"The Care and Lubrication of Chains" is a pamphlet that has been found of interest and great assistance in the proper treatment of chains, by thousands of riders throughout the country. Write for your copy—it's free.

H. F. L. FUNKE CO., 112 Broad St., New York



THE FLYING MERKEL

Flexible power, a motor uncanny in its silence, riding comfort that cannot be duplicated—a really exclusive design—these features hold the Flying Merkel at "the top of the heap."

MM

MODELS AND PRICES:

Model 440—4 H. P., Belt Drive, Single Cylinder	$210.00
Model 441—4 H. P., Chain Drive, Single Cylinder	$210.00
Model 470—7 H. P., Belt Drive, Twin Cylinder	$225.00
Model 471—7 H. P., Chain Drive, Twin Cylinder	$225.00
Model 473—7 H. P., Self-Starting, "Yellow Jacket" Model	$290.00

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A

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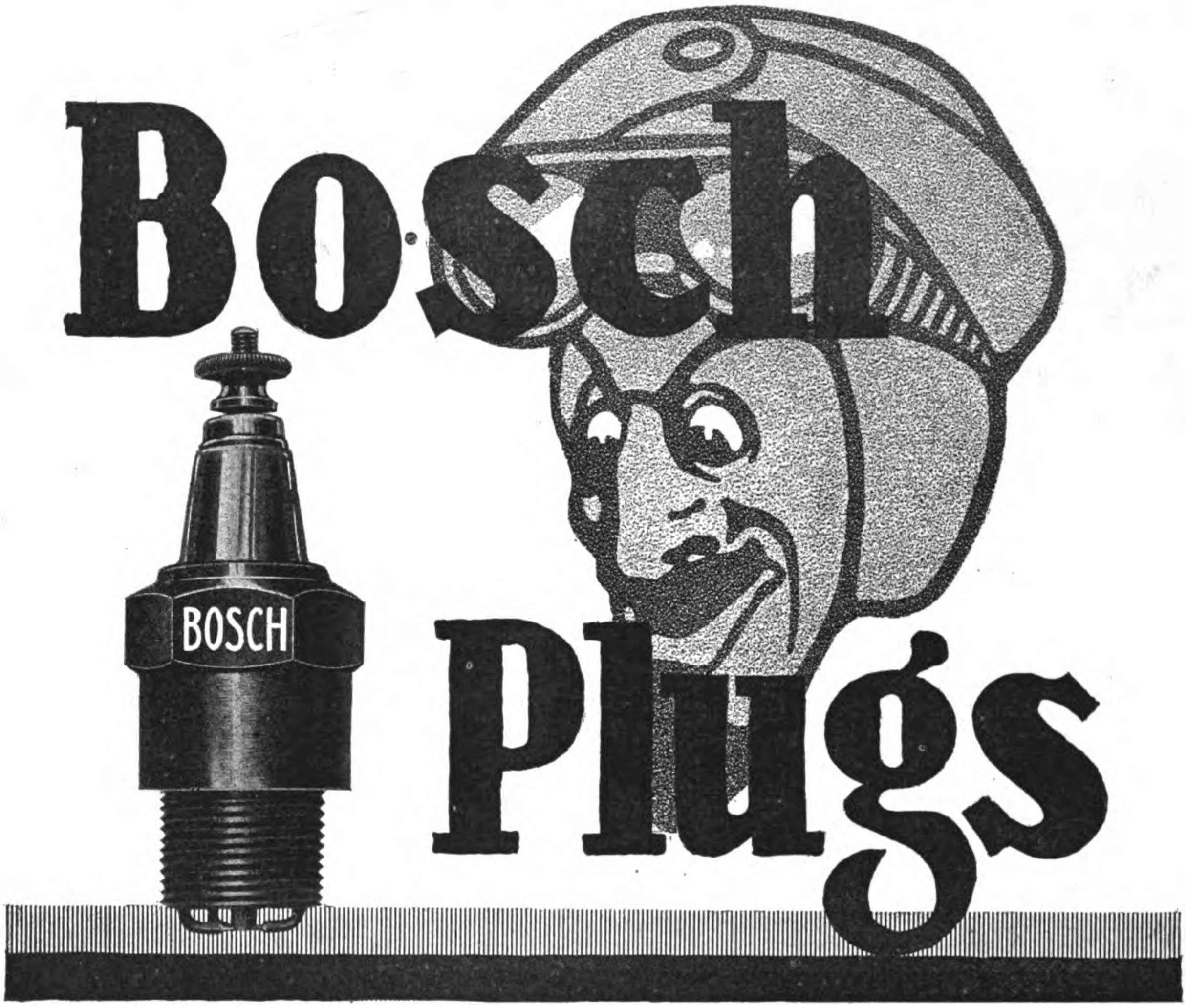
25 CENTS

Buys a copy of

The Motorcycle Manual

Everything you need to know about Motorcycles

124 PAGES



When a Good Motorcycle Won't Work Well

Poorly designed, cheaply constructed spark plugs, are a common cause of a motorcycle going bad.

Your power depends upon your ignition system and your ignition system must include the best spark plugs to secure satisfactory performance.

Bosch Plugs

are as good as Bosch Magnetos and the superlative quality of both has been demonstrated over and over again in every possible manner in which the comparative value of spark plugs and magnetos can be demonstrated. $1.00 each from your dealer, Bosch Service Stations, or direct.

Write for "Locating the Spark Plug."
Sent free to any motorcyclist upon request.

Bosch Magneto Company, 206 West 46th Street, New York
Chicago **Detroit** 199 *Service Stations to Serve Bosch Users.* **San Francisco** **Toronto**

MOTORCYCLE
MART
The Link Between Buyer and Seller

FOR SALE OR EXCHANGE

SPLENDID CHANCE.—Motorcycle and bicycle business for sale in a large manufacturing city of 150,000 population, 1½ hours' riding from New York. County agency for one of the leading motorcycles in country; located near large factories on main street. Business all year around. Will reduce the stock low and sell per inventory. Rent, $20; reason for selling, offered position with motorcycle manufacturer. Don't lose this opportunity; a good and sure investment; willing to stay four weeks to introduce to the trade. Address S. C., care Motorcycle Illustrated, 51 Chambers St., New York City.

FOR SALE.—1913 Model four cylinder Henderson with 1914 improvements, used as demonstrator, run about 1,200 miles; $200, shipped c. o. d. on deposit of $25. W. W. Plumb, Augusta, Ga.

FOR TRADE.—Five acres of land in Florida Everglades for 1914 two-speed twin. This land is worth $300. F. E. Gain, Iuka, Ill.

FOR SALE.—An established motorcycle business in locality where motorcycles are sold and used all the year around. I have other line which requires my attention. Address Good Opportunity, care Motorcycle Illustrated.

BARGAINS IN USED MOTORCYCLES taken in exchange on new ones. Harleys, Yales, Excelsiors, Emblems, $50 up. Clark Sturtz, 33 South Fifth St., Zanesville, O.

FOR SALE.—$80, 1912 Flying Merkel Twin; magneto, clutch, chain drive, good tires, cushion frame; fast and powerful; guaranteed perfect. Buying automobile. K. M. Case, Binghamton, N. Y.

FOR SALE.—Rogers Sidecar, 1914 model; run less than 50 miles. Perfect condition. Write B. F. Strong, Manawa, Wis.

BRAND NEW, never uncrated, 1914 Excelsior single, belt drive; regular $190 model; going out of business; bargain at $165 Will ship C. O. D., subject to examination. Write Charlie Wellmaker, Dearing, Ga.

FOR SALE.—1911 Indian twin; bearings, pistons, clutch springs and lining, rings and rear casing new; front casing good; overhauled and reenameled in March. Complete with tools and luggage carrier; $140. "B.," Motorcycle Illustrated.

FOR SALE.—1913 twin cylinder 7 h. p. Indian Motorcycle with speedometer, pump and tools; has been run about 670 miles. Everything in good condition. Will take $160. Jesse Fisher, Madison, Mo.

FOR SALE.—1913 Indian twin, 7 h. p., with full Presto tank, lamp and tandem attachment. Run 175 miles; reason, going to buy auto. Fred. Bright, Duragiac, Mich.

FOR SALE.—1913 Indian, 7 h. p. twin; $150; has been ridden about 1,000 miles. Percy Osterloh, Cape Girordeau, Mo.

FOR SALE.—1914 Excelsior Twin, in perfect order, $175. T. B. Daugherty, Hallsboro, Va.

Rates: One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

1912 HARLEY single, with clutch and magneto; like new; run only 2,300 miles; $95, including lamp, horn and cyclometer. E. Weber, 2149 N. Fifth, Philadelphia, Pa.

REAL BARGAINS.—Merkels, six 1912, 6 h. p.; one 1911, 7 h. p.; one 1913, 4 h. p.; $100 each; one 4 h. p. 1911, $75; one 4 h. p. 1912, $85; New Eras: Two 1911, 4 h. p., $95 each. Wagners: Two 1911, 4 h. p., $50 each. All recently overhauled. W. D. Andrews, Buffalo, N. Y.

EXCHANGE bicycles for Thor motorcycles; one or more and some cash. Write me. C. E. Wyeth, Newark, O.

BROWN & BARLOW Carburetor Handle Bar Control; new; $6. Geiger, 1515 Gratz St., Philadelphia.

HARLEY-DAVIDSON 1913 twin, with Presto tank, lamp and carrier. In fine condition. Will sell for $190, as am going away. Maitland H. Mitchell, Homer, Mich.

MISCELLANEOUS

WANTED.—Position by an experienced motorcycle repairman. Anyone needing a sober, reliable and first-class mechanic will find me satisfactory. Position must be steady. I. Kohlhorst, Harrod, O.

REPRESENTATIVES.—For a wonderful, inexpensive, money-back, guaranteed, puncture-proof compound. A necessity for every pneumatic tire. We want capable men in every city and town who can invest $100 to $2,500 and manage the retail and wholesale ends. Winston Chemical Co., 5449 Center Ave., Pittsburgh, Pa.

AM ABOUT to open a motorcycle store in Brooklyn, N. Y. Would like to represent some standard make of machine. Have $6,000 capital. C. E. Keniston, 43 Wyckoff street, Brooklyn, N. Y.

WANTED.—Engine shaft clutch with sprocket for M. M. Also sprocket, about 55 tooth. Box 212, Wellsburg, W. Va.

WANTED.—A first-class, thoroughly experienced Motorcycle Accessory man having thorough knowledge of the Motorcycle business; steady position with a large Auto Supply concern in New York City. Address Box "Z," care Motorcycle Illustrated, 51 Chambers St., New York City.

WANTED.—Good motorcycle repairman and salesman. None but experienced need apply. Address A. H. Patterson, 1080-1082 Bedford Ave., Brooklyn, N. Y.

DEALER'S CARDS, Etc.

RIDERS.—Send for the latest catalogue of up-to-the-minute motorcycle accessories. It is a guide to the best in motorcycle supplies and will save you money. Your copy is waiting for you. Andrews Specialty Co., 55 Warner street, Rochester, N. Y.

OUR SPECIALTY IS PARTS.—Big stock on hand for: Thor, Merkel, Indian, M-M, F-N, Curtiss, Marvel, R-S, and Royal Pioneer Motorcycles, all makes of Coaster brakes and all models Eclipse clutches. We have the best Motorcycle garage and repair shop. We oxiweld crank cases, cylinders, and all castings. Our "Used Machine" Dept. has always 50 on hand, $25 up. Our motto, "Promptitude First." The New York Motorcycle Co., Inc., 1777 Broadway, New York.

DRISCOLL & JEANROY, Dayton distributors. Full line of supplies and used machines in stock. Tandems to fit only Dayton motorcycles. All repairs guaranteed. 209 W. 126th street, New York.

YALE MOTORCYCLES
STANDARD PARTS—ACCESSORIES
SPECIAL YALE EQUIPMENT
Mail orders filled day received
Louis Goldsmith
92-98 St. Nicholas Ave., New York, N. Y.

RIVERSIDE MOTORCYCLE GARAGE, distributers for Reading-Standard motorcycles—1914 models in stock, 3, 7 and 10 h. p., single and two speeds and belt or chain drive—and Simplex sidecars. Commercial vans and a large number of used machines at bargain prices. A large stock of motorcycle clothing, lamps, horns and other accessories. Catalogs and demonstrations upon request. Trade and easy payments. Complete machine shop. All repairs and supplies. Storage for 125 machines, with lockers and clubroom accommodations. Open day and night in riding season. 533 West 110th street, near Broadway, New York City. Telephone 5615 Morningside.

SOL. LAZARUS (The Man for Satisfaction), 216 East 59th street (at Queensboro Bridge). Agent for POPE, EXCELSIOR, INDIAN Motorcycles. SOLD ON EASY PAYMENTS. Bicycles, tires. F. A. M. Repair Shop. Repairs guaranteed.

"BOB" BRAZENOR (specialist on repairs), Brooklyn and Long Island Harley-Davidson agent. Parts and supplies for all makes in stock. Harley-Davidson Service Station, 1507 Bushwick Ave., Brooklyn, N. Y.

WE ARE AGENTS for Pope Motorcycles and Simplex sidecars. Riverside Motorcycle Garage, 533 W. 110th street, near Broadway, New York.

T. J. SIXSMITH, expert repairing; New York agent for Excelsior motorcycles. 203 W. 100th street, New York. Telephone, 8861 Riverside.

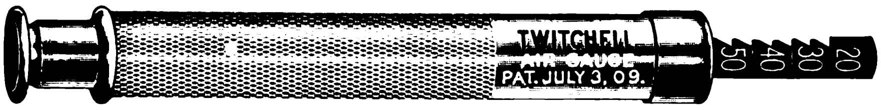
EAGLE MOTORCYCLES and full line of M-M parts and accessories in stock. 1914 Eagles 9-12 h. p., $265. George P. Jenkins, 312 Amsterdam avenue, New York City, Eastern distributor.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped prepaid same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalogue ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

METROPOLITAN MOTORCYCLE REPAIR CO.—Have your motorcycle overhauled now. Repair shops and garage for motorcycles and cyclecars. My overhauling of engines is guaranteed for six months. Big stock of N. S. U., Indian and Peugot parts. Special repair work on Harley-Davidsons. Expert brazing done. Also special frame building, which is guaranteed for one year. Open day and night. A. L. Cocchi, 227 W. 83d street, near Broadway, New York City, Tel. 7903 Schuyler.

The New Positive Lock Stop

TWITCHELL AIR GAUGE



is not only tire insurance, but in the case of motorcyclists, it comes pretty near being accident insurance as well.

When you are riding on two wheels, a blowout is very much more dangerous than when you are riding on four.

A tire tested as to its inflation by a Twitchell gauge will not blow out.

If it is economy to keep your tires inflated to the requisite pressure in an automobile, where the weight and jolts are distributed among four tires, how much more so in a motorcycle, where the entire burden and jar fall on two wheels only.

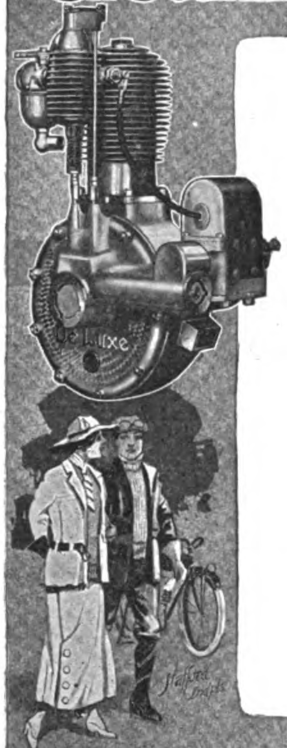
The use of a Twitchell will not only keep down your tire expense, but will give you besides the peace of mind which comes from a sense of safety.

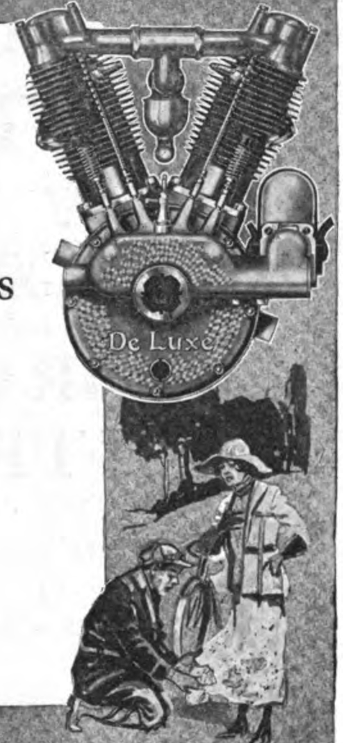
PRICE ONE DOLLAR

For Sale by Jobbers, Dealers, Garages or

THE TWITCHELL GAUGE CO., 1213 Michigan Ave., Chicago

Cleanliness is Next to Godliness





With our ONE-PIECE crank case and reduced number of joints, together with our ACCURATE FITTING of all parts

DE LUXE Motorcycle Motors

do not leak oil, and are, therefore, cleaner than other motors.

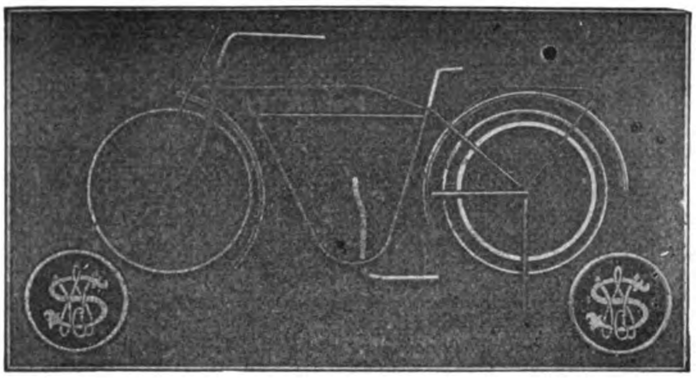
FOUR SIZES

4 H. P. Single-Cylinder Motor 5 H. P. Single-Cylinder Motor
7 H. P. Twin-Cylinder Motor 9 H. P. Twin-Special Motor

(Patents applied for)

Plain and Two-Speed. Send for Descriptive Booklet

THE F. W. SPACKE MACHINE COMPANY
INDIANAPOLIS, INDIANA, U. S. A.



STANWELD

Whenever you want really good frame-parts, such as rims, mud-guards, fork-sides, seat-posts, etc., remember that ninety per cent. of all motorcycles made in this country have frames built of Stanweld Frame-Parts.

THE STANDARD WELDING CO.
EDGEWATER PARK, CLEVELAND
Offices in
New York Detroit Chicago

STANWELD

MILES PER HOUR
10 20 30 40 50 60 70 80
STANDARD SPEEDOMETER

STANDARD SPEEDOMETER
THE INSTRUMENT OF PERMANENT ACCURACY

Built upon the centrifugal force principle, the *only* accurate method of speed recording, the STANDARD SPEEDOMETER registers accurately under all adverse road and weather conditions. The heavy sliding weights assure a remarkably steady and unwavering indicator needle.

The Standard Drive, a combination of flexible and rigid tubing with the largest pitch hub sprocket on the market today is as accurate as it is possible for *any* motorcycle recording instrument to be. Every detail of the Standard front drive is patented and cannot be obtained on any other speed recording device.

Standard Thermometer Co.
65 Shirley Street Boston, Mass.

"MEET US AT SARATOGA"

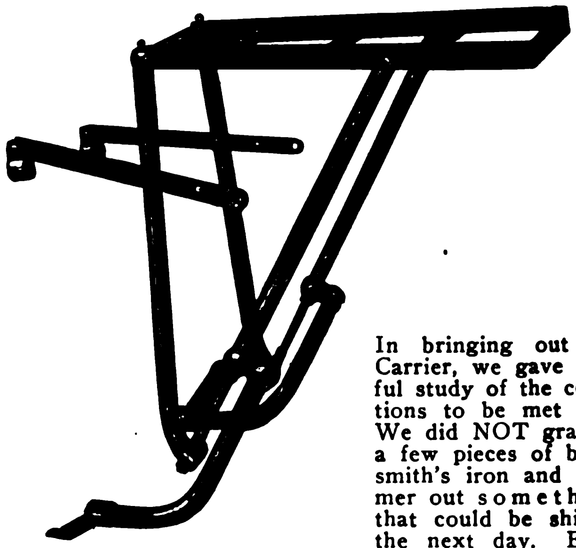
Join one of the tours and take in the fun as the guests of

MOTORCYCLE ILLUSTRATED

For further particulars, see pages 14, 15, 19 and 20 of this issue.

A GOOD TIME FOR EVERYBODY

At last we have produced a handsome, well built, scientific
Combination Tandem and Luggage Carrier



In bringing out this Carrier, we gave careful study of the conditions to be met with. We did NOT grab up a few pieces of blacksmith's iron and hammer out something that could be shipped the next day. Every fitting was carefully designed and produced on special machinery, with the results that the Sterling Carrier is strong, light, neat in appearance, adds a finishing touch to any machine it is attached to.

Carrier is only $10. Complete with cushion, $13. Can be shipped in a neat box by Parcel Post. Transportation charges paid to retail customers. Send for our Sterling Carrier illustrated.

STERLING MOTOR COMPANY Brockton, Mass.

Schrader
Universal Tire Pressure Gauge

There is as much water for drowning purposes beneath a rowboat as there is beneath a battleship—
and the chances of shipwreck are greater on board the rowboat than on board the battleship—
Yet the battleship will carry life-preservers while generally the rowboat won't.

The Automobilist who carries a
SCHRADER UNIVERSAL
TIRE PRESSURE GAUGE

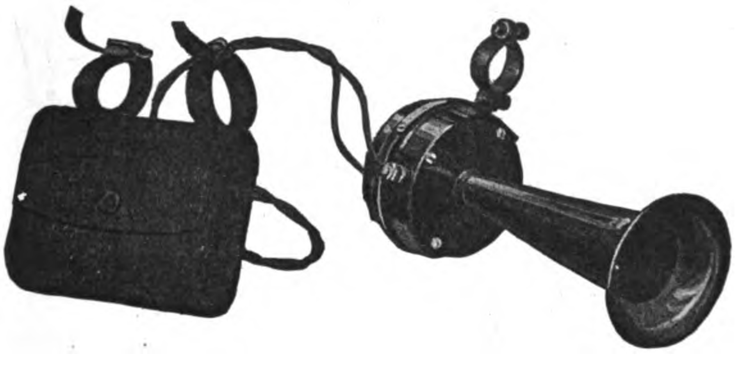
and uses it, is on a battleship and carries a life-preserver. The motorcyclist who does without a Schrader gauge and inflates his tires by guesswork is in a rowboat and without a life-preserver.

Stop inviting disaster and get a life-preserver. A Schrader gauge will not only preserve the life of your tires, it may preserve yours.

PRICE ONE DOLLAR
For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or

A. SCHRADER'S SON, Inc.
783-791 Atlantic Ave. Brooklyn, N. Y.

20 25
40 45
PAT'D MAR. 1, '98, JULY 6, '09, OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. IN U.S. PAT. OFFICE
TIRE PRESSURE GAUGE
MF'D BY A. SCHRADER'S SON INC. N.Y. U.S.A.



Dealers: Here's the Horn that the people want. Weighs but a pound—worth its weight in gold. Write today for full particulars about the Schwarze, and dealers' terms.

Schwarze Electric Co., Adrian, Mich.

You Get a REAL SPARK PLUG

instead of merely a "guarantee" when you insist upon having the REFLEX.

Reflex Plugs are the best cure for spark plug dissatisfaction BECAUSE they are made expressly for hard and fast work on motorcycles. Scientifically designed to prevent carbon or dirt from gathering and causing short circuit. They deliver a hot, snappy spark that starts your motor quickly, and puts power into every stroke.

BABY REFLEX

Baby Reflex.

REFLEX SPARK PLUGS
Cost no more than the ordinary kind

Our Offer

Buy a set of Reflex Plugs from your Dealer. Use them full 30 days; then if you're not fully satisfied in every way, your Dealer will refund your money right on the spot, without argument or delay of any kind.

Remember, our guarantee against any defects is good any time.

Play safe—buy the Reflex.

DEALERS:
Reflex Plugs are good trade builders. Write for catalog showing complete line and ask for our 1914 Proposition.

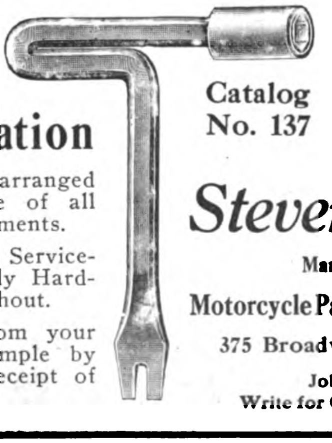
THE REFLEX IGNITION CO.
Licensed under Canfield patent.
211 High Avenue Cleveland, Ohio
C. A. Bergh, Western Sales Agent, Los Angeles, Calif.
Southern Sales Agent, Jno. A. Culver, Atlanta.

HENDERSON RIDERS: You can have Reflex Torpedo Plugs with either mica or porcelain cores.

LIGHTNING KID

Lightning Kid.

A New Combination



Conveniently arranged to take care of all clutch adjustments.

Strong and Serviceable, Carefully Hardened Throughout.

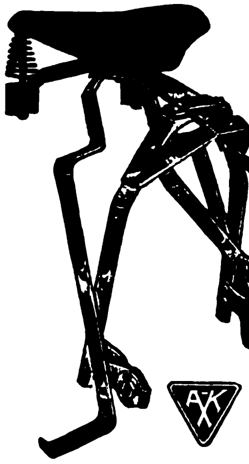
Price 25c. from your dealer, or sample by mail upon receipt of price.

Catalog No. 137

"Service Clutch Tool"

Stevens & Co.

Manufacturers
Motorcycle Parts and Accessories
375 Broadway, New York
Jobbers only
Write for Catalog and Prices



TWO LEADERS OF THE FAMOUS

A-K

LINE OF MOTORCYCLE ACCESSORIES
FOR SALE AT ALL MOTORCYCLE STORES
DEALERS—SEND FOR OUR PROPOSITION

ANGSTEN-KOCH COMPANY
217-B Englewood Ave.
CHICAGO

NEW MECHANICAL HORN
PRICE $5.00.

BETHLEHEM
FIVE POINT
SPARK PLUG

"Guaranteed for the Life of Your Motor"

This, the strongest of guarantees, is made possible by the five points of Bethlehem superiority.

Multiple Sparking Points—equivalent to four ordinary plugs in each cylinder. Ignition is certain always, for one of the points will spark, even should the three other points be put out of commission.

Mica Insulation. The only insulation which can stand the strain of a motorcycle engine. Best grade India Mica used.

Nickel Electrodes and Centre Pin. They will not pit, corrode or warp, as they are made to withstand upwards of 3,000 degrees Fahrenheit

Compression Proof. The patented interior gasket construction eliminates all chance of leaky compression.

More power on less fuel. The long electrodes extend into the cylinder itself, centre the spark in the fresh mixture and insure complete combustion and more powerful explosion.

Three sizes—metric, ½", ⅞", $1.25 each at dealers or postpaid. Free Catalogue and Booklet.

BETHLEHEM
FIVE POINT
SPARK PLUG

THE SILVEX CO.
171 Madison Ave., New York

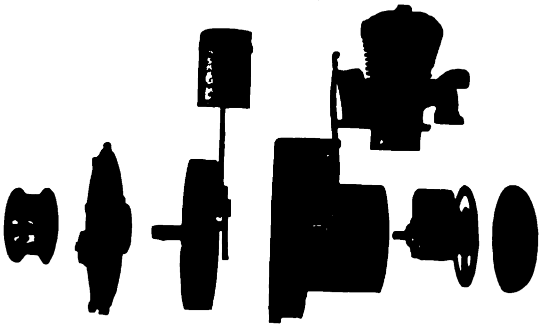
Buy Bethlehems and avoid spark plug troubles

Schickel

3 Against 33

Only three moving parts in the entire Schickel Motor! The piston, connecting rod and fly-wheel. Compare this with the thirty-three or more moving parts on the ordinary four-cycle motor. Consider the silence, the smoothness, the lack of wear in a motor so ideally constructed. Then remember that the Schickel is absolutely without valves, gears, cams or other trouble-creating and wear-producing parts.

TWO STROKE



VALVELESS

Other Powerful Schickel Features

The Schickel Cylinder, with inlet and exhaust passages, is cast in one piece.

Being two-cycle, the Schickel gives twice as many explosions as a four-cycle motor—hence, the power impulses are more sustained and continuous.

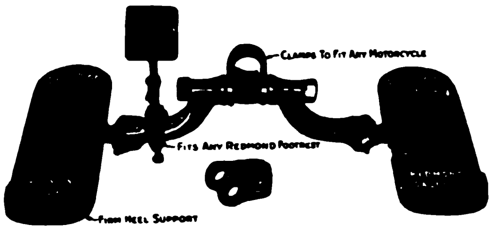
Having but three moving parts, all running in oil, the Schickel is remarkably silent. The aluminum tank affords greater silence by deadening the sounds due to vibration.

Durability of the Schickel is absolutely assured by its simplicity of design, its three-moving-part motor, and the tank cast integral with the frame members.

Write for the Schickel letter and the Schickel dealers' proposition.

The Schickel Motor Company, 59 Garden Street, Stamford, Co

A "CLAMP THAT CLAMPS"



EASY RIDE FOOT BOARDS FILL THE BILL.

ASK THE MAN WHO RIDES THEM

GET DEALERS PROPOSITION.

FREE DELIVERY ANYWHERE IN THE U. S.

"GOOD THINGS" FOR THE MOTORCYCLE

Redmond "Easy Ride" Q. D. Tandem Comp.	$12.50
Redmond "Easy Ride" Foot Boards	$3.75
Redmond Brake Pedal	$1.00

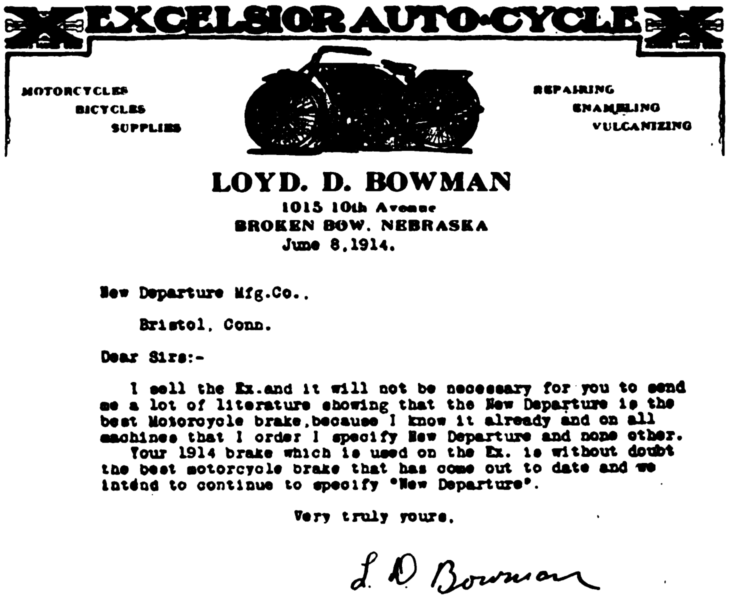
MADE OF THE BEST GRADE MALLEABLE STEEL HIGHLY NICKELED AND CAN BE ATTACHED BY ANYONE.

THEY ARE ADJUSTABLE AND WILL FIT ANY MODEL OR MAKE OF MOTORCYCLE.

REDMOND "EASY RIDE" QUICK DETACHABLE TANDEMS CAN BE PUT ON OR OFF IN A MINUTE, THERE BEING NO NUTS OR BOLTS USED.

REDMOND SALES CO. -:- -:- LOS ANGELES, CALIFORNIA

NEW DEPARTURE—"WITHOUT DOUBT, THE BEST"



EXCELSIOR AUTO-CYCLE

MOTORCYCLES
BICYCLES
SUPPLIES

REPAIRING
ENAMELING
VULCANIZING

LOYD. D. BOWMAN
1015 10th Avenue
BROKEN BOW, NEBRASKA
June 8,1914.

New Departure Mfg.Co.,
Bristol, Conn.

Dear Sirs:-

I sell the Ex.and it will not be necessary for you to send me a lot of literature showing that the New Departure is the best Motorcycle brake,because I know it already and on all machines that I order I specify New Departure and none other.

Your 1914 brake which is used on the Ex. is without doubt the best motorcycle brake that has come out to date and we intend to continue to specify "New Departure".

Very truly yours,

L. D. Bowman

There is no proof like the proof of service—no recommendation like the honest word of a man who knows—no stronger reason for buying than the fact that others have bought and have been satisfied.

Everybody who has used the New Departure autotype motorcycle coaster brake praises it in stronger language than we have ever used. Here is one of the many letters that come to us unsolicited.

There is a moral.

Descriptive literature on request

THE NEW DEPARTURE MANUFACTURING COMPANY
BRISTOL, CONNECTICUT

RAJAH
RAJ
CYC

RAJAH

MOTORCYCLE PLUG

Made with a short porcelain, to withstand the extra strains of motorcycle use. The firing point is the right length for the best results in present motorcycle construction. Three models—metric, ½-inch and ⅞ x 18. The metric has a special cap to take the Indian connection. A thumb-nut terminal also is furnished with each plug for convenient attachment to machines which have not the Rajah or Indian connection on the spark plug wires. Price, $1.25 Postpaid.

RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

To Buy or Sell

USE

THE MART

3 Cents a Word

SIDECARING WITH SAFETY AND SATISFACTION

Here are the "Safety First" factors in the Rogers: A square front brace, doing away with *all* side strain on the motorcycle frame. A scientifically built frame—able to take care of all stresses—the largest hub spindle by far of any sidecar on the market—large and strong enough for a Ford car!

Here are the Satisfaction features: Although the strength of the Rogers is marvellous, it is by far the lightest sidecar on the market. And the roomiest. That's because of the absence of wood framework. The Rogers is built of sheet metal, welded in one piece. The Rogers is underslung, with very low riding position. Elliptic underslung springs in rear, inverted underslung in front. Comfortable—well, rather! No touring car has anything on the Rogers!

Get further interesting details from our folder, which is free for the asking. Send for it today, without delay.

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326 W. MADISON ST. CHICAGO, ILL.

Rogers
ROGERS MANUFACTURING COMPANY CHICAGO

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TRAVELING ADJUSTMENTS
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COMMERCIAL SETTLEMENTS of all kinds made by experienced and diplomatic men, acting as your personal representative.

UNPAID ACCOUNTS are collected.

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OUR EXPERIENCED ADJUSTERS travel to every part of the country, saving you the time of your own men.

COLLECTIONS MADE at usual commercial rates—no charge whatever unless collection is made or effected.

SATISFACTION GUARANTEED.

We solicit either personal or mail investigation.

MOTOR & ACCESSORIES ADJUSTMENT CO.
10th Floor, National Life Building
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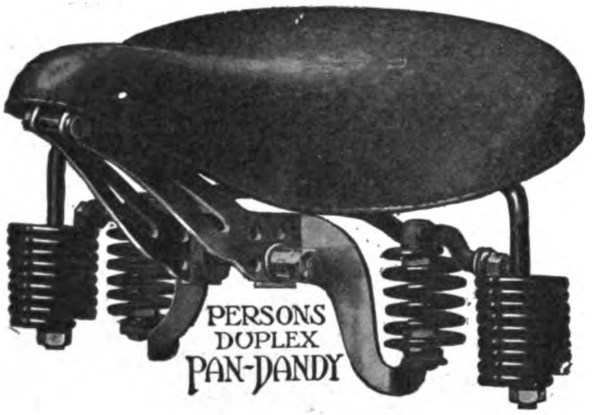
Phone, Randolph 6890-1



Be Wise and Specify Persons Pan Dandys on

Your Excelsiors — Thors — Daytons — Popes — Jeffersons — Yales — Hendersons — Merkels — R-S — Pirates — De Luxe — Feilbach and others who equip their machines with THE BEST,

Regardless of Cost

The Persons Manufacturing Co.
Worcester, Mass., U. S. A.

PROMPT SERVICE

is of greater value to motorcycle riders and dealers than cheap goods, and we give you the best to be had. All goods are shipped on the same day that your order reaches us. Try it and see. If you have not received our new catalog A, you are losing time and money. Write for it today.

MOTORCYCLE ACCESSORIES CO.
ST. PAUL, MINN.
Everything for the Motorcycle

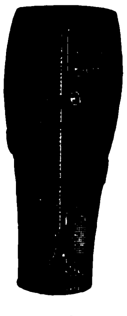
MUELLER

Tandem Attachment for 1914 Indians

It's made for the Indian, by an Indian rider and dealer—and it belongs on every Indian.

That's all we have to say.

L. J. Mueller
6307 Woodland Ave.
Cleveland, O.


Pat. Applied For

Quick As A Wink

That describes the time taken to put on and take off our newest legging.

NATHAN

PRESTO PUTTEE

Two sizes only, but with adjustment to fit. Quick on or Quick off—a simple patented feature does the trick. Handsomely finished, neat and durable.

Just out—selling fast already.

NATHAN NOVELTY MFG. CO.
88A Reade St., N. Y.

GUARANTEED SUPPLIES

For 10 years we have issued the leading catalog, 2060 articles. Prices are lower than you are used to paying. We prepay all charges. On Motor parts we save you one-half. Write today.

Motorcycle Equipment Co., Hammondsport, N. Y.

Pac. Coast Branch, 3664 So. Main St.,
Los Angeles, Cal.

"MEET US AT SARATOGA"

JULY 3 and 4

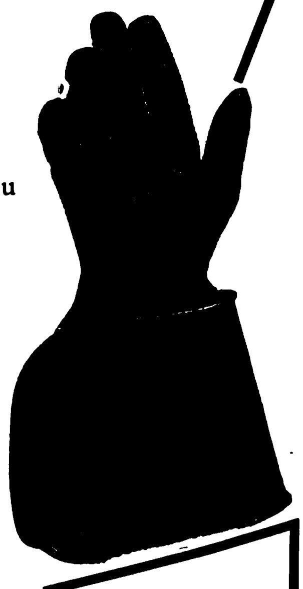
See pages 19 and 20
of this issue

Two Safety Essentials

—finger freedom

—a non-slip grip

Are additional advantages you get as "regular equipment"



Grinnell Gloves

Best for every purpose

For 58 years the quality of Grinnell Gloves has steadily gone up. Today they offer you more advantages than any other glove made. Here are a few:

"GRIP-TITE"—the corrugated double palm, gives a non-slip grip and positive control.

"VENTILATED BACK"—lets in cool air—excludes dust. Keeps hands clean and comfortable.

"RIST-FIT"—insures a snug fit at the wrist without discomfort.

Get a Pair on Approval

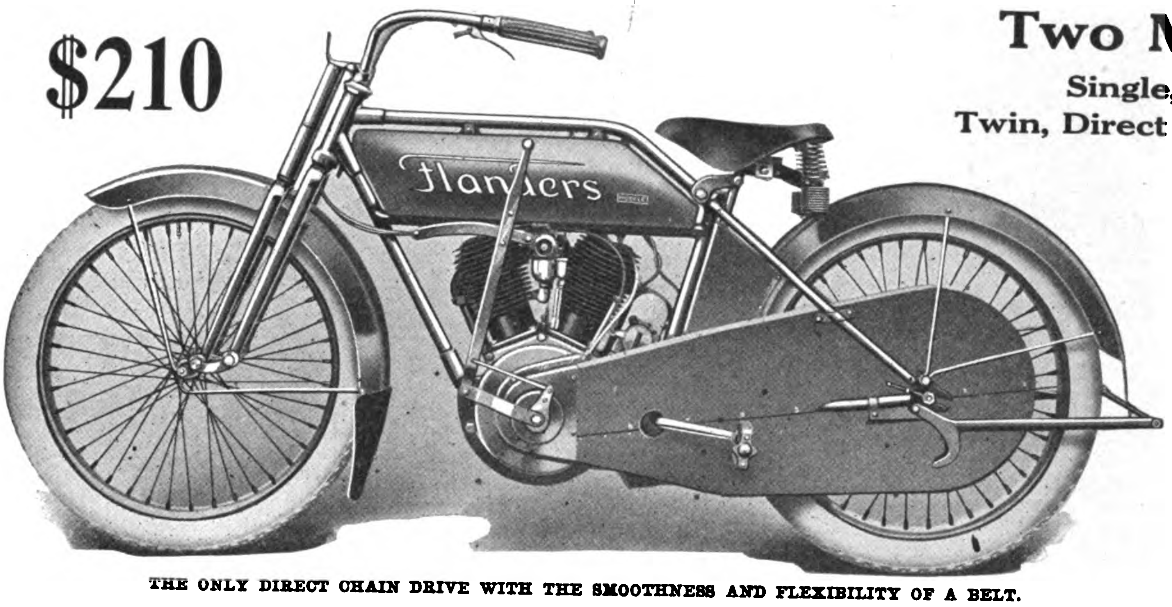
Ask your dealer for Grinnell Gloves. If he doesn't handle them, send us his name and your size. We will send your selection on approval. Handsomely illustrated booklet with samples of leather on request.

MORRISON-RICKER MFG. CO.

27 Broad St. Established 1856 Grinnell, Iowa

The Packard of Motorcycle Value

$210



THE ONLY DIRECT CHAIN DRIVE WITH THE SMOOTHNESS AND FLEXIBILITY OF A BELT.

Two Models

Single, $165
Twin, Direct Drive, $210

Flanders Motorcycles have the reputation of giving maximum service and satisfaction at low cost. Then why pay more? The 1914 models are truly wonderful values, and are bound to please both customer and dealer. A catalog will explain fully the many new and exclusive features—not freaks—but real meritable, long-life-giving, classy and advanced motorcycle construction features, exclusive on Flanders 1914 models.

Motor Products Company

Jefferson and Brush Detroit, Michigan

Know your TRUE Speed

The absolute accuracy of the Jones Centrifugal Speedometer has led to its exclusive use by police departments in many of the largest cities in the world.

Jones Speedometer

Centrifugal Principle

Large, equally spaced, STATIONARY figures enable you to tell your speed at a glance from the position of the indicating hand. Fitted with Season and Trip Odometers. Trip Reset is instantaneous—an exclusive Jones feature.

Sold plus Johns-Manville Service and guarantee—the highest speedometer value ever offered—$12.

Send for booklet "A Speedometer You Can Trust."

PROVEN products, backed by the resources and reputation of a firm over half a century old, and sold *plus* the assurance of Service now in operation in every important city of North America.

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THE CANADIAN H. W. JOHNS-MANVILLE COMPANY, Ltd.
Toronto Montreal Winnipeg Vancouver

Clean, Bright Safe Electric Light

Keep pace with the times. Equip your motorcycle with

J-M Mobilite Electric Lamps

Practical because they operate on dry batteries at minimum cost. Motorcycle outfit consists of headlight (illustrated) and red tail-lamps, using tungsten bulbs of exceptionally low amperage and wonderful durability. Headlight fitted with special parabolic reflector throws beam 150 feet.

You can install this equipment without aid. Simple, efficient, economical.

Write for booklet.

2582

H·W·JOHNS-MANVILLE CO·

Always Look for this Mark

It's your guide to the genuine

V-Ray

Motorcycle Spark Plug

The only plug for you to use. It's positively impervious to heat and oil.

Porcelain Type

$1.00

All Other 4-Point Plugs Are Imitations

"MIKA" Type $1.25

MORE POWER ON LESS GAS

—that's the guarantee that goes with the V-Ray Plug. Perfect ignition at all times. The plug that's bound to satisfy. Sold by

All Jobbers—All Dealers

The V-Ray Co. - Marshalltown, Iowa

Official F. A. M. Motorcycle Suit.

DEALERS SAY—

They're the best line they ever sold. Riders say: They're the best clothes they ever wore. And that is why the

Loewenberg Line of Motorcycle Clothing

has such a large sale. They are made well—fit well—look well. Made in a variety of serviceable materials for all uses and weathers—Norfolk, Double-breasted and F. A. M. styles.

OUR FINE LINE

of automobile dusters, single and double breasted, made of mohair linens and cotton, is complete and ready for delivery.

Catalogue on request. Send for it.

The Loewenberg Company
58 Colden St., Newark, N. J.

An Efficient Touring Guide

More than three hundred and fifty motorcycle tours, covering every tourable state in the Union, are illustrated by clear, readable maps and described with striking illustrations in

Motorcycle Tours in the U. S.

Points of interest are mentioned and the best available roads are indicated.

PRICE, 15c. POSTPAID.

MOTORCYCLE ILLUSTRATED, 51 Chambers St., N. Y.

Be Careful—Play Safe!

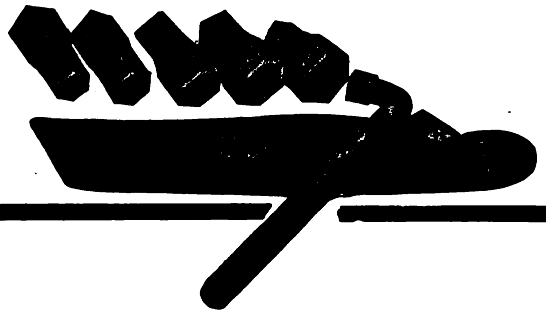
If a nut or bolt is loose in some remote part of your machine, and you shrug your shoulders and ride away without tightening it—you take chances on a spill that may mean a serious injury. Play safe—carry in your tool-bag the only practical life insurance—the

MOSSBERG
SOCKET WRENCH SET

Its five hardened steel sockets with handle can reach the most inaccessible parts of your machine and make adjustments easily and effectively. At your dealer's or direct, $1.20.

Write for our catalog No. 166

FRANK MOSSBERG CO., Attleboro, Mass.



The experienced motorcyclist considers upkeep just as carefully as first cost. He knows!

HERZ PLUG

"BOUGIE MERCEDES"

HERZ
STONE
BOUGIE MERCEDES
HERZ

costs a little more at first;
costs a great deal less at last.

And the reasons it costs less and gives greater satisfaction are definite:

1. DOUBLE-STONE INSULATION—
   No porcelain to crack.
2. PLATINUM ALLOY-ELECTRODE—
   Does not burn away.
3. SELF-CLEANING—NO CARBON—
   Never needs to be taken out of motor.
4. FOUR SPARKING POINTS—
   Ensure a hot spark at any magneto speed.

HERZ PLUG Stands Up!

It is absolutely guaranteed to do so for a full year. Usually lasts several times that long.

Packed in neat Metal Box;
look for Blue Enameled Stone;
your dealer or

HERZ & CO., 245 W. 55th St. (near B'way) New York

MOTT
STEEL
RIMS

Light, Durable, Powerful, Strong, Resilient

Made in a plant devoted exclusively to the manufacture of steel rims. Efficient mechanics, highest quality of materials and every period of construction watched carefully, combine to make Mott Rims of the very highest satisfaction and efficiency.

All Mott Rims bear the stamp of the Clincher Auto Tire Manufacturers' Ass'n.

REG. U. S. PAT. OFF.

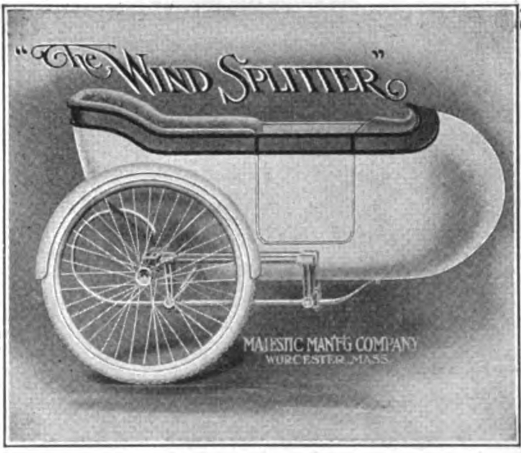
Get our prices on your 1914 requirements.

MOTT WHEEL WORKS - UTICA, N. Y.

H. T. ROBERTS, SALES AGENT
418 Grand Ave., Chicago, Ill.

MAJESTIC SIDE-CARS

"Don't Forget the Girl"



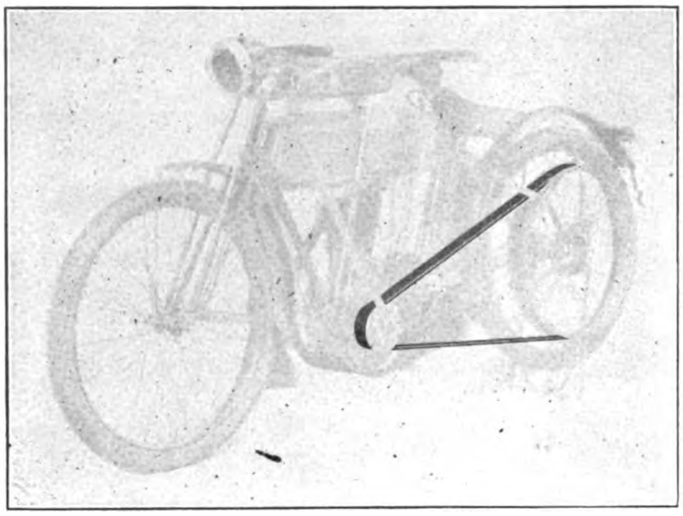
HONESTY OF PURPOSE

Backed by

Experience, Equipment and Capital Insure Our Patrons the Utmost Service, Durability and Quality

Write for Booklet

Majestic Manufacturing Co.
WORCESTER, MASS.



Ride the "Wetpruf" Way"

This is the way of satisfaction, of safety and of economy. Wetpruf Belts eliminate jar, they will not slip or pull apart when put to the test. Wetpruf Belts are economical because they outwear other belts and allow the motor to develop its greatest power.

All day and every day, the Wetpruf Belt is doing its full duty. Buy this belt and laugh at troubles. Through rain and snow, heat, cold, grit, mud and oil, this belt will carry you to the end of your journey. There is a sense of security enjoyed only by those who ride the "Wetpruf Way."

The Wetpruf Belt is sold by most all good dealers everywhere. Furnished in all lengths and widths. Our guarantee tag covers every feature fully, and comes with every belt.

Ride the "Wetpruf Way"!

HIDE, LEATHER & BELTING COMPANY
227-229 S. Meridian St.
INDIANAPOLIS, INDIANA

Laugh at Slippery Roads!

You can ride safely anywhere, and make good speed in wet weather, by covering your tires with the easy-riding

Woodworth Treads Motorcycle Type

PRICES, EACH:
26 x 2¼ or 2½", $5.75;
26 x 2½ or 2¾", $6.00;
28 x 2½ or 2¾", $7.00;
28 x 2¾ or 3", $7.50;
29 x 2¾ or 3", $7.75;
30 x 2¾ or 3", $8.00.
Only ½ inch clearance needed between tire and fork.

Ask your dealer or write to us. Booklet free.

They eliminate punctures, cuts and all repairs also, and earn their whole cost in the mileage they add to the tires. Put them on without removing the tires. Best for commercial rigs.

LEATHER TIRE GOODS COMPANY
2-11 Whirlpool St., Niagara Falls, N. Y.
D. A. Falkinburg & Co., 1210 Webster Ave.
San Francisco, MacDonald Sales Co., 1233-35 Van Ness Ave.

Easy Winner

MOTORCYCLE
STANDARD

Made of heat-defying, perfectly insulating porcelain—and designed for motorcycles only.

No need any longer to use the inferior mica plug or a makeshift porcelain.

Motorcycle Standard
75c.

JEFFERY-DEWITT CO.
DETROIT, MICH.
REG U.S. PAT. OFF

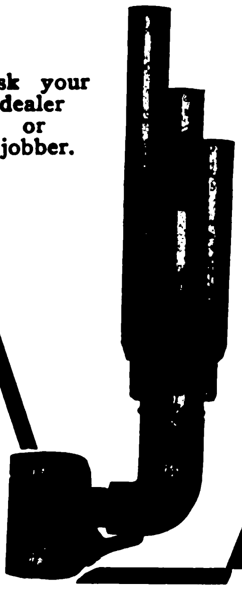
The length over all is 2¼"—just the right size for the limited dimension available for a spark plug in the motorcycle motor. The porcelain is made in our own potteries. Heat cannot crack it. The bushings are case-hardened. The terminal nut will take ordinary wire, ring or special "Indian" terminal. Metric size only. Your dealer will supply you—or sent prepaid on receipt of price and size.

JEFFERY-DEWITT
COMPANY,
55 Butler Ave.,
Detroit, Mich.

The AERMORE Exhaust Horn

The Horn You Will Eventually Buy

Up-to-date in every respect, with a bolt-on malleable iron valve that does not obstruct the exhaust passages, and an aluminum foot control that is an ornament to any machine.



Ask your dealer or jobber.

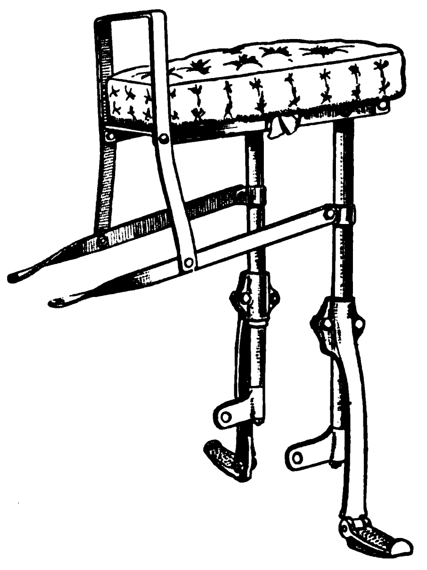
Catalog free upon request.

$5.50

$5.50

THE FULTON COMPANY

722-724
National Ave.
Milwaukee, Wis.



THE "E & C"

Combination Spring Tandem and Luggage Carrier

Makes riding easy and comfortable. Is especially designed for lady riders.

Note Carefully the Following Exclusive Features

1—Equipped with both compression and recoil springs, absorbing all downward and upward shocks and vibrations.
2—Low saddle position.
3—Built of semi-steel fittings, heavy-gauge tubing, and bar steel, spot welded.
4—Has no side-sway.
5—Equipped with soft leather cushion and folding foot-rests. Nickel plate finish.
6—The foot-rest leg, constructed of special steel, is made to swivel on tubing, which prevents snapping off in case of a fall.
7—Sold under guarantee of freedom from all imperfections.

$10.00 is the price **Dealers, write for special quotations**

We make also the famous

"E & C" Folding Foot Rests

Unusually Efficient, Unusually Low-Priced

E. & C. Folding Foot Rests are made in two sizes, to fit every machine made. Model "A" for Indian, Pope and Harley-Davidson two speed, per pair, $1.60. Model "B" for most all rigid frame machines, per pair, $1.75.

Send for descriptive catalogue and prices.

E. & C. MFG. CO.
1716 Ludlow St., Philadelphia, Pa.

JEFFERSON

The following is a letter received from Frank E. Anderson, Fort Wayne, Ind. Read what the JEFFERSON is doing for him.

Fort Wayne, Ind., April 24th, 1914.

Waverley Manufacturing Co.,
Jefferson, Wis.

Gentlemen:—Sunday, April 19th, the Fort Wayne Motorcycle Club staged an endurance run from Fort Wayne to South Bend, Indiana, and return, a total distance of 172 miles. I entered my twin "Jefferson."

This being my first run of this kind, I finished perfect as far as the machine was concerned, but reaching within about eighteen miles of South Bend I got off of my road and had to come back to the main road again, thus I checked in six minutes late—although I won a silver medal.

The machine worked like a charm—I never had a tool out of the box nor had a bit of trouble in any way. The motor worked perfectly, and I can not say enough for the Jefferson spring-frame in the way it carried me over the roughest roads with perfect ease. The roads were very rough, with plenty of sand and hills—but none too steep for the "Jefferson."

Yours very truly,
FEA/D Frank E. Anderson.

Write for Catalog.

WAVERLEY MANUFACTURING CO.
JEFFERSON, WIS.

One Solid Unit Framo!

THE FRAME OF THE BERLING TYPE N MAGNETO IS ONE SOLID UNIT—no screws to work loose, permitting injury by rubbing the armature and the pole pieces. This rubbing rapidly and radically lowers the efficiency of a magneto and finally puts it out of business.

In the Type N there is no possibility of the interrupter cams coming loose, as they are part of the housing itself—stamped right in—not screwed on to the cam housing as in other makes.

BERLING MAGNETO

"Pep—Power—Permanence"

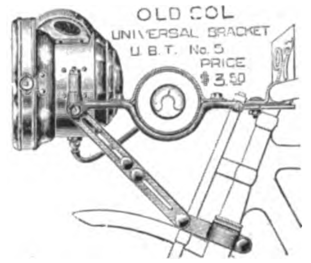
These are only two points of mechanical superiority in the BERLING magneto. They ought to convince you of the careful and painstaking thought that has been put into the designing.

YOU OUGHT TO SEE ONE TO BE CONVINCED OF THE BEAUTIFUL WORKMANSHIP IN IT.

Surely you are open-minded enough to permit yourself to be convinced. YOU OUGHT TO TEST ONE TO FIND OUT HOW EFFICIENT IT IS. Write for our booklet "M."

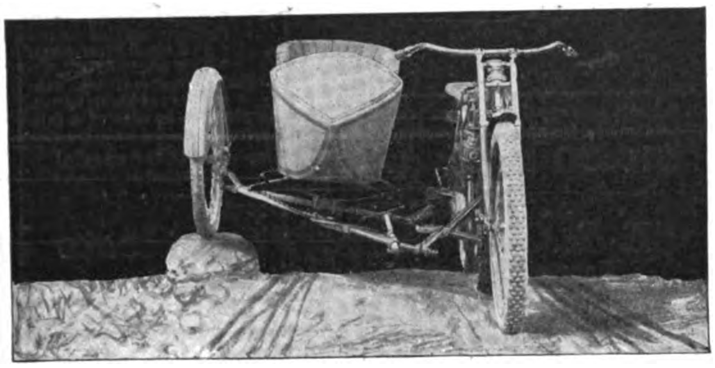
ERICSSON MFG. CO.
1115 Military Road
Buffalo, New York

"OLD SOL" BRACKETS



This will be a year when completely equipped machines will prevail. No motorcycle manufacturer or dealer could do a wiser thing than use "Old Sol" Brackets to carry the headlight and light supply. Their strength, simplicity and fine finish are superior to any others and the majority of motorcyclists prefer "Old Sol" Brackets from experience.

HAWTHORNE MANUFACTURING CO.
85 SPRUCE STREET, BRIDGEPORT, CONN.
Pacific Coast Representative, L. B. STEVENS, 219 Grosse Bldg., Los Angeles, Cal.



Before buying a Side Car investigate
THE FLXIBLE

Homestead, Pa.
April 28, 1914.

The Flxible has made a hit, and no mistake, it is even better than we ever expected. I have ridden in the most luxurious automobiles made and have never yet found anything to equal the Flxible car for easy riding.

(Signed) F. DEAN,
Harley-Davidson Sales Co.

Sold only through motorcycle dealers.
Ask about our
New $88 Model

THE FLXIBLE SIDE CAR COMPANY
MANSFIELD, OHIO

The leading motorcycles are equipping for electric lighting with EDISON MAZDA Lamps, the kind backed by 35 years' experience in making 500 million EDISON Lamps. Write for particulars and interesting booklet.

EDISON LAMP WORKS
of General Electric Company
HARRISON, N. J. 5005

PROCLAMATION!

BE IT KNOWN: That we are now distributors of FLYING MERKEL and THOR Motorcycles! Having decided, after discriminating tests, that they are the best two lines made in the world.

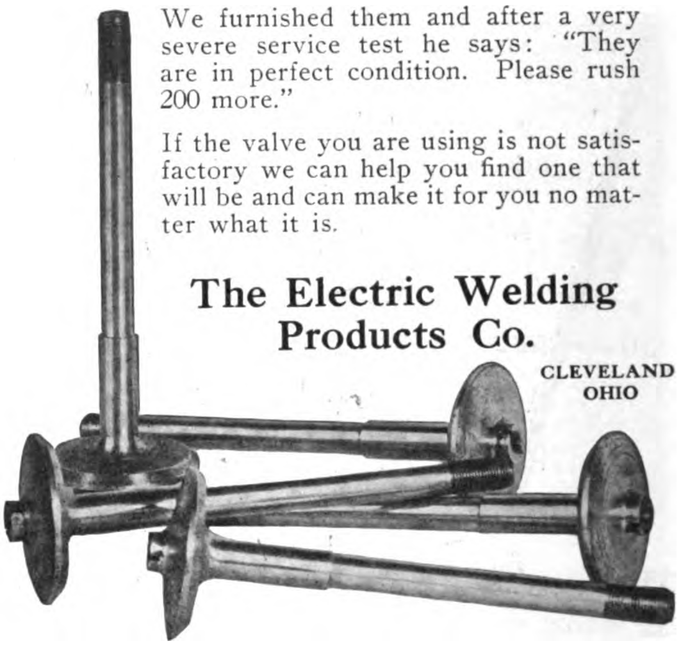
In our "Motorcycle Salon" we are exhibiting all models of both. We are making prompt deliveries, too.

Our "Used Machine Dept." has always 50 on hand, $25 up. Send for list and terms. We guarantee satisfaction.

THE NEW YORK MOTORCYCLE CO., Inc., Rooms 450-453, 1777 B'way, New York

Where One Valve Won't —Another Will

A manufacturer demanded valves for 50 special machines for which his regular valve did not seem adapted.



We furnished them and after a very severe service test he says: "They are in perfect condition. Please rush 200 more."

If the valve you are using is not satisfactory we can help you find one that will be and can make it for you no matter what it is.

The Electric Welding Products Co.
CLEVELAND
OHIO

Let Renold Chains Do the "Dirty Work"

When extraordinary strains—gruelling strength tests are to be borne by a transmission—RENOLD CHAINS invariably are chosen as FIT. Any chain can shine in "dilly-dally" boulevard trips, but when there's "dirty work" to be done, such as hill-climbing, sidecar racing, endurance trials—they ALL yield the field to

RENOLD

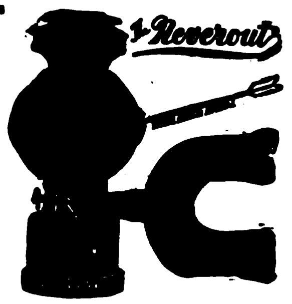
"The Chains of Proven Reliability"

Three-time winners of the Tourist Trophy Race—absolutely the most terrific test ever applied to a motorcycle—the most famous motorcycle classic in the world. Winners in every event of international importance for the past three years. Used on 90% of the English motorcycles. Thirty-three years of chain-making experience certify to the quality of RENOLD CHAINS. They have always been "made to make good."

Write for our interesting booklet "Hints on Chain Drives for Motorcyclists." It's free for the asking.

PETER A. FRASSE & CO.
419 Canal Street, New York

Burns 10 hours on one filling



with kerosene, and is guaranteed to stay lighted, or money refunded. Shows a red rear light; complies with the laws of the various States and Municipalities.

The Neverout

TRADE MARK

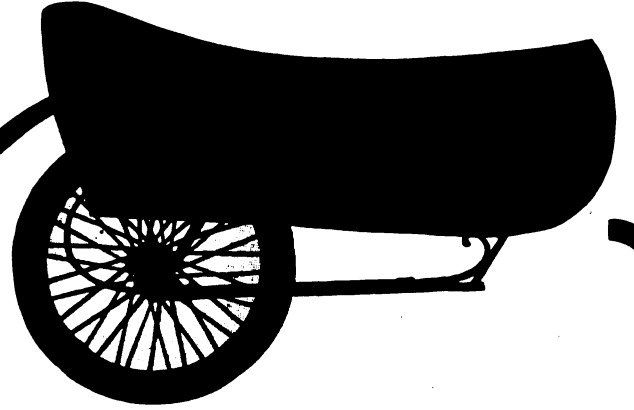
MOTORCYCLE OIL LAMP

(Patented)

weighs 12½ ounces. Made of best drawn brass, polished, nickel plated and gun metal plated. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off. Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a Patent Glass Covered Reflector of German Silver, instantly removable, never loses its original brilliancy.

For Sale by Leading Dealers

Made Only by **ROSE MANUFACTURING COMPANY**
933 ARCH STREET, PHILADELPHIA, U. S. A.



A Record-Breaking Demand Has Met This New Baxter Model

The sidecar enthusiasm this season has aroused a demand for something new, something different in sidecar construction—and something less expensive. That is why we have built this new model of the

BAXTER

$65

Line. Class, strength, beauty and low price. And it is the greatest success the sidecar field has ever known! Write us about it today.

BAXTER SIDECAR CO.
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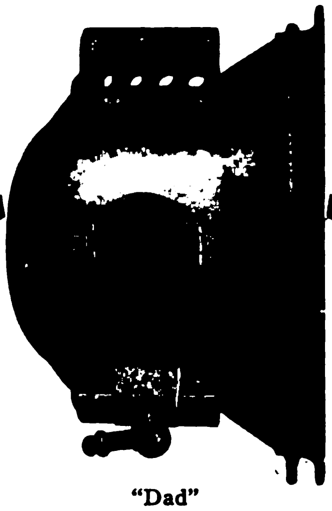


"Dad"

Solars Offer
Time-Proven Lamp Service

When you buy a SOLAR lamp you buy an assurance of dependable lamp service—you do no experimenting, for you know that SOLAR lamps are the product of motor lamp builders of 18 years' experience, who have yet to turn out an unsatisfactory model. The peerless reputation of SOLAR lamps is a by-word and a "buy-word" in the motor field.

Solars
"The Lamps With a Pedigree"

If you would assure for yourself time-proven lamp service, service that is dependable as sunlight itself, go to your dealer today and ask to be shown the SOLAR line.

He'll quickly convince you of the wisdom of joining the rapidly increasing number of SOLAR-equipped riders.

Mr. Dealer, write for our catalog and dealers' terms. Today—don't delay.

The Badger Brass Mfg. Co.
Kenosha, Wis. New York City

"Sonny"

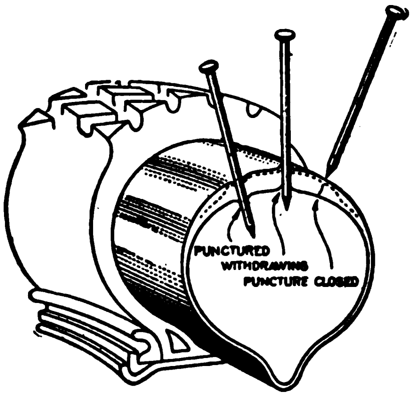
No. 194 Nickel, Flat Bracket....$4.25
No. 194P Nickel, Fork Bracket... 4.25

Duckworth Chains Are Always Making Good

While Baker's performance is a remarkable one from every standpoint, the motorcycle calendar is so thickly dotted with victories in which Duckworth chains play a prominent part that this latest and greatest Duckworth triumph is but an added link in the evergrowing chain of Duckworth quality-proofs.

Write for our illustrated booklet.

Duckworth Chain & Mfg. Company, Springfield, Mass.



Brown Scientific Non-Deflating Pneumatic Tube

AN AIR-FILLED MOTORCYCLE TUBE POSSESSING VERY UNUSUAL FEATURES:

First: It withstands a tread puncture without deflating the tube.
Second: The higher the pressure the tighter the puncture closes.
Third: It eliminates the risk of destroying casings by reason of punctures.
Fourth: The danger of loss of control of machine is removed.
Fifth: It assures you of not being obliged to repair a puncture on the road and gets you "there and back" on full tires.

AIR FILLED ONLY

Punctures are self-closing by reason of a scientific but simple principle of construction.

NO "DOPE," GUM, PASTE OR OTHER STUFFING MATERIALS

Write for prices, full description and sectional sample.

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Sole Manufacturers
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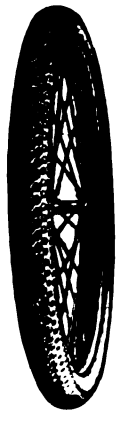

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And Allow TEN DAYS' FREE TRIAL

The best "Nonskid", puncture-proof device for automobiles, commercial cars and motorcycles

Try Them At Our Expense

Be your own judge—don't take anyone's word for it. *"The proof of the pudding is in the eating."*

Perfect Score in 4 Glidden Tours
Twin Cities to Fargo, N. D., 1909.
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New York City to Jacksonville, Fla., 1911.
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Write Today for Full Particulars.

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"LIMITED" MOTORCYCLES

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Two Speed
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Write for new prices, literature and dealer's proposition today.

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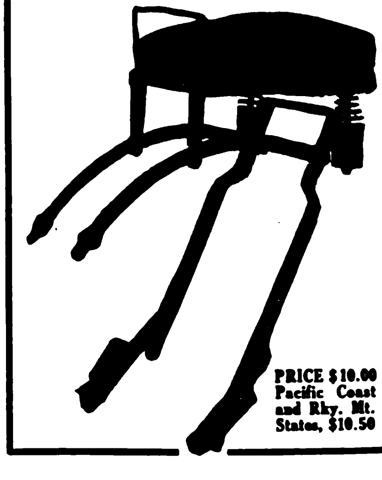

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are now selling the F-N Line of MOTORCYCLE ACCESSORIES. Why? Because they are easily sold and give the dealer a good profit. Order of your nearest Jobber or Direct. Your card or letter head will bring you our catalogue and dealer's prices.

FENTRESS-NEWTON MFG. CO.
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B & L Motorcycle Lamps are constructed on a wonderful principle, a principle that assures better lighting service to every B & L equipped rider. The double diffusion and concentration principle assures a double flow of light, one direct and the other diffused.

B & L LAMPS

Their sturdy, compact, enduring construction has long made B & L Automobile Lamps the prime favorite among motor car owners. This success will undoubtedly be repeated in the motorcycle field.

JOBBERS SHOULD WRITE FOR PARTICULARS AND CUTS

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$1.15

THE NEWEST THING IN TAIL LAMPS

Larger 20th Century Better

FAIRY TAIL LAMP

MADE OF ALUMINUM

STRONG — ATTRACTIVE — DURABLE

FINISHED IN GRAY, RED OR NICKEL

Projects a clear red rear signal and a bright white light on license plate. Every motorcycle should be equipped with a Fairy Tail Lamp for self-protection.

DEALERS—Investigate this new tail lamp and send for catalog of our complete line

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**AERA
WIRE BASKETS**

Built for hard service with steel frames and our special steel braces that will not spring under at least four times the load that could be carried on a flat brace of the same weight.

Made in two sizes.

No. 133. Size 8x12x18 inches. Price, each.............. $3.00
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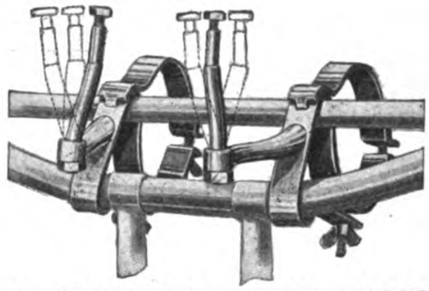
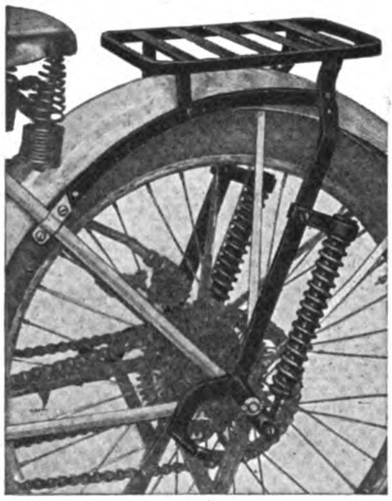
MODEL 3 CARRIER.

Model 3. Carrier same as Model 2, except with rectangular platform. Complete with cushions, skirt guard and all attachments. Price, $14.00.

In ordering our carriers, always specify make of machine and size and thread of rear axle; otherwise we will ship extension nuts for ½-inch 24 threads.





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For Excelsior and De Luxe handle bars.

No. 16. Complete as illustrated, heavily nickeled and buffed $2.50
No. 17. Same, nickeled, but not buffed, per pair.... 2.25
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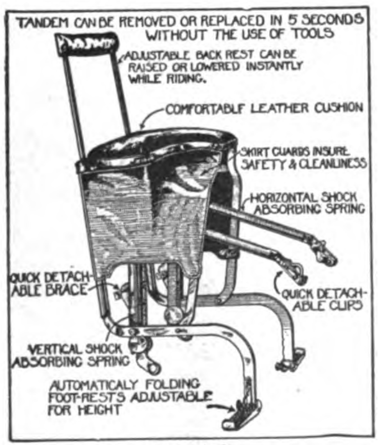
AERA MFG. CO., 410 Siegel St., CHICAGO


TANDEM CAN BE REMOVED OR REPLACED IN 5 SECONDS WITHOUT THE USE OF TOOLS
ADJUSTABLE BACK REST CAN BE RAISED OR LOWERED INSTANTLY WHILE RIDING.
COMFORTABLF LEATHER CUSHION
SKIRT GUARDS INSURE SAFETY & CLEANLINESS
HORIZONTAL SHOCK ABSORBING SPRING
QUICK DETACHABLE BRACE
QUICK DETACHABLE CLIPS
VERTICAL SHOCK ABSORBING SPRING
AUTOMATICALY FOLDING FOOT-RESTS ADJUSTABLE FOR HEIGHT

Patented
Stoll Dream Tandem special fittings for all makes.

Just One Continual Round of Pleasure

is experienced by all riders of

STOLL DREAM TANDEMS

because of the wonderful patented **comfort** feature that is used ONLY on the "Dream" tandem.

You are not getting the full enjoyment from your motorcycle that you are entitled to unless you have a "Dream" tandem. It relieves the whole motor of the strains which the ordinary tandem subjects a motorcycle to and it lengthens the life of the tire.

Sold by all dealers with **an unconditional guarantee** of being the

EASIEST RIDING TANDEM IN THE WORLD.

At $25.00

It delivers more real value than any other equipment on the market today.

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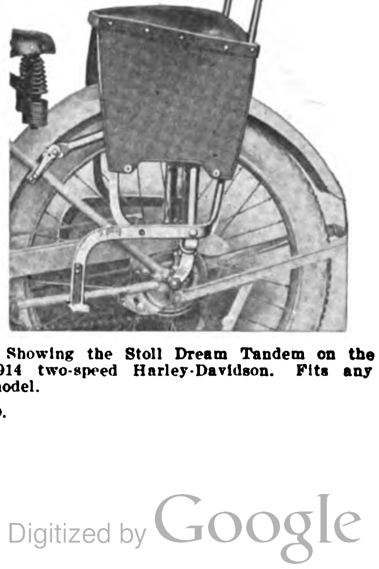
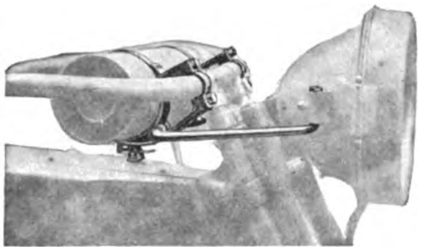


Showing the Stoll Dream Tandem on the 1914 two-speed Harley-Davidson. Fits any model.

Combination Tank and Lamp Brackets



XLCR - -	$2.50
Harley - -	$2.25
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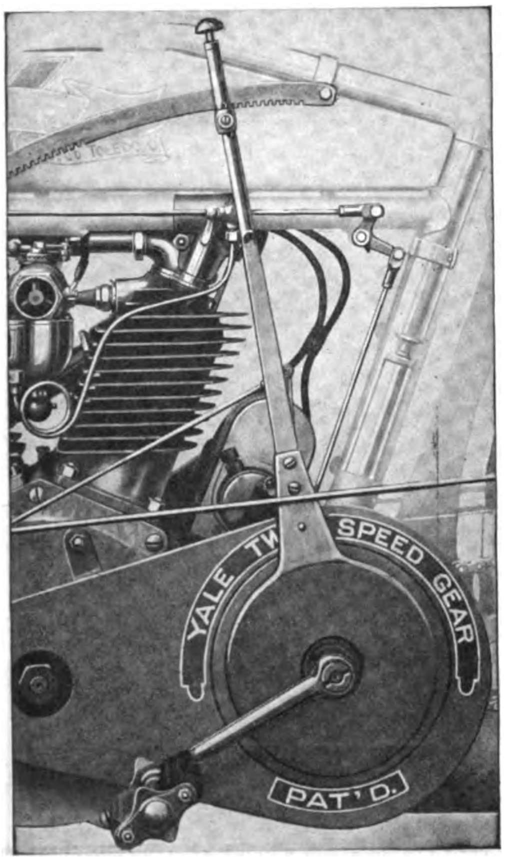
We Have An Interesting Proposition For Dealers

W. F. CLARK MFG. CO.

3551 West 23rd Street CHICAGO

TWO-SPEED GEARS FOR INDIANS AND EXCELSIORS



INDIANS and Excelsiors, 1912 or 1913 models, can now be fitted with the patented Yale planetary two-speed gear. It brings them up to date and gives a wonderful increase in the all-round ability of the machine. Same transmission as used on the new Two-Speed Yale.

Have the Yale dealer fit this transmission to your machine.

The CONSOLIDATED MFG. CO., 1730 Fernwood Ave., Toledo, O.

A Motorcyclist's Opinion

St. Louis, Mo., Feb. 2, 1914.
I have just put TRINITY CHIMES on my two-speed Twin Excelsior. It sure is the best whistle I have ever used and I have tried them all. From now on I'm a booster for TRINITY CHIMES.
Otto W. Koch,
2023 E. Grand Ave.

TRINITY CHIMES

TRINITY CHIMES

Is a four tone exhaust horn attached in a minute to any make of motorcycle with foot or handle-bar control.

Warns without giving offence

The four tubes are blown as one, each with a different tune, but blending in a perfect chord. Sounds equally clear on high or low speed.

Try one on your Motorcycle, and if you don't find it is all we claim your money will be refunded. "TRINITY CHIMES" fit all makes of Motorcycles, including 1914 HARLEY-DAVIDSON. Ask your dealer. If he cannot supply you write us for prices and illustrated booklet.

THE COMING MFG. CO.

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Chicago, Ill. U. S. A.

$10.00 for the tandem with cushion, folding foot rests, handle bar and the saddle shape top; strong, durable and full of spring support. The rocky roads will look like boulevards when your machine is equipped with our No. 140 tandem.

One agent wanted in every county. Write us at once for further information.

Wald Manufacturing Co.
Martin Ave. & N. 18th St.
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Should Have a Copy of the

NEW AND ENTIRELY REVISED EDITION OF THE

Motorcycle Manual and Trade Directory

An invaluable hand-book of Motorcycle information for the rider, dealer, jobber and manufacturer. Complete, accurate, authoritative and up-to-date.

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Special prices to jobbers and dealers when ordered in lots of ten or more copies

THE MOTORCYCLE MANUAL **51 Chambers Street**
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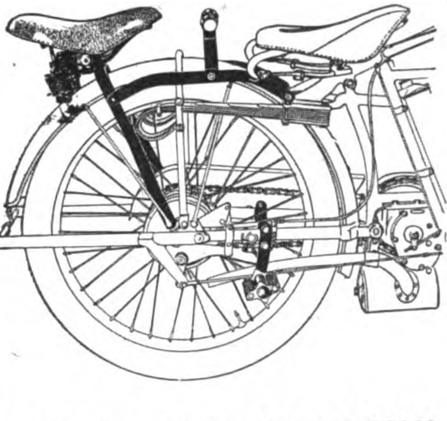


THE BU-CO TANDEM IS PRACTICAL!

There is nothing experimental about the Bu-Co Tandem. It is the only practical tandem attachment built for 1914 Indians. Low saddle position, neatness of construction, rubber hand grip and rubber pedals, and remarkable durability—these are some of the features of the Bu-Co Tandem.

THE BU-CO ELECTRIC LIGHT.

Here is a neat, compact and altogether sensible light for the rider who wants a normal, up-to-date electric light and NOT an expensive searchlight outfit that eats up all his spare change. The price of the BU-CO Electric Light is $7.

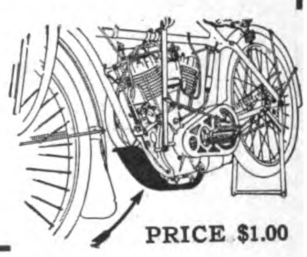
THE BUREM PLATE NO. 10,

or crank-case protector, protects the motor base, exhaust pipes and pet cocks from injury on rough or rocky roads. For all loop frame motorcycles. Furnished any color to match machines.

Dealers, Write for Catalog of our Specialties.

The HERMAN BUMILLER CO.
(Successors to The Bumiller Remelin Co.)

Distributors for the Silent INDIAN
No. 432 Main Street
Cincinnati, Ohio



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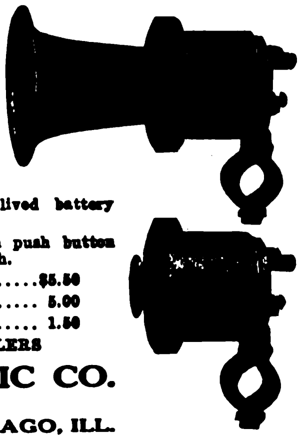

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LOUD—STRONG—SIMPLE

THOUSANDS IN USE

First ELECTRIC HORNS especially designed for motorcycle work.

No. 30 Case and Special No. 3 long-lived battery recommended.

Furnished in two models complete with push button and cord. Nickel or black enamel finish.

No. 25 Motorcycle Horn	$5.50
No. 22 " "	5.00
No. 30 Case and Battery	1.50

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Makers
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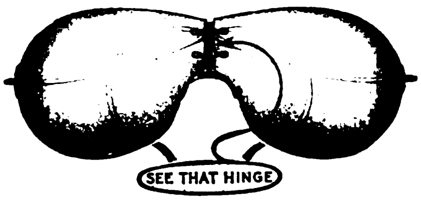
It contains 84 pages of standard goods. Tires, Tools, Lamps, Spare Parts, Horns, etc. Also a full line of motorcycle clothing. Most complete accessory catalog ever issued.

This book contains everything that the motorcyclist needs and is fully indexed so you can find what you want in a hurry.

Ask for our list of used machines. There are some real bargains here for quick purchasers.

F. A. BAKER & CO., 10 Warren St., New York



The Autoglas

Patented May 2nd, 1911

The only comfortable goggle. **The only efficient eye protector**

WITHOUT rims, **hinged at the center,** neat and inconspicuous; conforms to the contour of the face, excludes wind as well as dust, and at the same time **affords absolutely unobstructed vision.** Temples covered with composition of silk and cotton makes them easy on the ears. Lenses either amber color or white.

Any Optician, Sporting Goods or Motor Supply House can equip you. If they haven't them, write to us. We'll see that you get them. Over 25,000 Now in Use.

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"Shocks and Bumps Don't Bother Me"

"I have made an up-to-date machine out of my old model. I can tackle the worst roads and glide over them smoothly and comfortably. How did I do it? Why, I just went to my dealer, handed over five bucks and said: Give me a

Y-A Shock Absorber

"Believe me, it's just the thing you need. It fits 'most any machine of the better kind. It's attached in a minute. If your dealer doesn't handle it YET, write to the

Consolidated Mfg. Co. 1730 Fernwood Ave.
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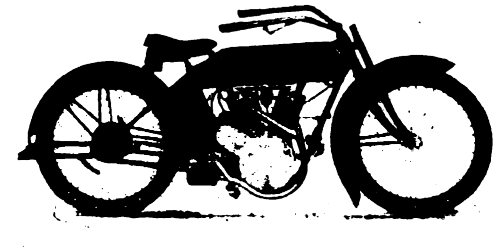
A Motorcycle That Makes Its Strongest Appeal Because of Its Absolute Simplicity

The Dealer finds the Pirate easy to sell—not only because of its many quality features—but because the novice can, with but a few minutes' instruction, understand *every* detail of its operation! Add to this its triple motor lubrication, its special valve lifting mechanism, its "Ayride" seat post, its three points of motor suspension, its interchangeable loop type frame, and a host of other "talking" points, and the Pirate dealer will understand *why* his stock *always* moves.

Write for our catalog and detailed selling proposition.

MILWAUKEE MOTORCYCLE CO., Milwaukee, Wis.



YOUR MOTORCYCLE EQUIPMENT IS NOT COMPLETE

without a Barco Chime Outfit to make your joy rides, business calls and touring safe and comfortable. Nearly every motorcycle dealer or rider knows someone who has a Barco Chime and says it is the best signal. You cannot realize the added pleasure and safety of riding when you know you can attract attention or give warning a long distance ahead with a beautifully toned chime horn by simply pressing your foot on a foot pedal.

START THE SEASON RIGHT

by ordering one from your dealer now, or writing your address across this page and mailing it in for descriptive catalog.

1914 FEATURES

Foot or Hand control.
Unobstructed exhaust passages in valve.
Three tones of the chime in one tube.
Solid malleable iron valve or steel bolt-on valve.
Prompt delivery.
$5.00 List.
Extra Large Size $6.00.

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CHICAGO

SPARTAN BELTS

Are the Recognized Standard for Quality in Motorcycle Transmission

They are found on 90% of all belt-driven machines. Every Spartan Belt is honestly and carefully constructed—every process of construction is closely inspected by experts. This together with the pliability and special characteristics of Spartan Belts, has resulted in a Transmission which by actual tests has proven to be the most efficient and economical transmission obtainable.

1914 SPARTAN Catalog sent free upon request. Write for a copy.

The Graton & Knight Mfg. Co.
Worcester, Mass.

Diamond Quality Chains

Our twenty-five years' experience in manufacturing Chains is your guarantee in using Diamond Chains, and now Diamond Motorcycle Chains are better than ever.

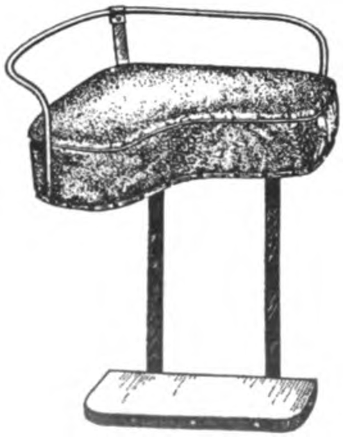
Heavier rollers
Broader side bars
Special analysis steels
The most approved method of heat treatment.

These and other features assure you Diamond Chain satisfaction.

When ordering look for the sign of quality. The Diamond trade ◇ mark on every link.

For sale by jobbers and dealers

Diamond Chain & Mfg. Co.
Indianapolis, Ind.
Capacity 8,000,000 feet per year



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The Sensible Side Seat

allows passengers to face forward and sit in a comfortable riding position.

This is the seat your wife or best girl will like. No awkward position to assume—no special skirt needed.

Roomy. Safe. Well upholstered.

Ask your dealer or write us.

BOWEN BROS.
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The New England Racer

Just one of the attractive and serviceable "New England" bicycles.

Get our catalog fully describing the complete line. It will be worth your while.

J. W. GRADY & CO., High St. Worcester, Mass.

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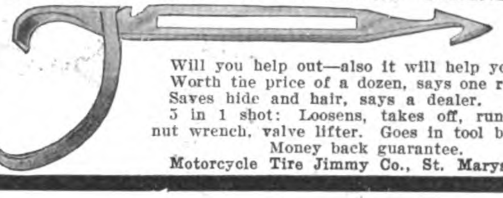

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$1.00
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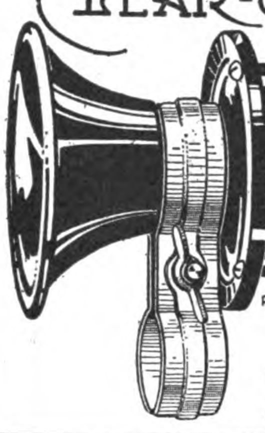
Will you help out—also it will help you in.
Worth the price of a dozen, says one rider.
Saves hide and hair, says a dealer.
5 in 1 shot: Loosens, takes off, runs on tire nut wrench, valve lifter. Goes in tool box.
Money back guarantee.
Motorcycle Tire Jimmy Co., St. Marys, Ohio.

THE BENTON
'The Case-Hardened Plug"
Guaranteed for
Service and Reliability
L. F. BENTON COMPANY
Vergennes, Vt.

CLEAR-O-U-T



Mechanical Operated Horn
No Batteries or Wiring required
RETAILS AT
75 CENTS
ASK YOUR JOBBER
THE SEISS MFG. CO.
432 Dorr Street, TOLEDO, OHIO

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Spit Fire Plugs
ARE THE BEST
A. R. MOSLER & CO
P. O. BOX "M"
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Ford Ownors
Use
MOSLER
SUPERIOR
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If you are now successfully selling goods but desirous of increasing your earning capacity, or if you are open for an opportunity to go on the road. we want to hear from you. We want a real salesman for Illinois and Indiana to sell our live line of accessories to the best class of cycle dealers. Our factory and warehouse are in Chicago. To the right man we will turn over an established trade. Write quickly and give us full particulars as to your selling experience and earning ability. B. O. 25, Motorcycle Illustrated, 51 Chambers Street, New York.

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for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 23, Station N.
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Write for our 216 page catalog describing the largest and most complete stock of bicycle and motorcycle supplies in this part of the country. It contains over 1,000 illustrations of sterling merchandise at rock bottom prices from over 400 manufacturers.

We handle mail orders from all parts of this country and Canada, shipping them generally in a day's time. Write on your own letterhead, stating whether you are a motorcycle supply dealer, bicycle supply dealer or rider. Do this today.

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Mail Order Dept. **HUB CYCLE CO.** 16 Portland St.
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Before the closing of the Cleveland Motordrome, in May, extensive tests were made, nearly every known brand of oil being tried out in their Indian machines.

1¼ to 1½ seconds per lap, or about 6 seconds per mile more speed, was developed with Visco No. 8 Oil than any other oil used.

Our Oils will do as much for other makes of machine.

The Visco Motor Oil Co., Cleveland, Ohio

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My expert, confidential and personal service insures protection.
Booklet and advice Free. Terms reasonable. Write me before you apply for a patent.

LESTER L. SARGENT, Patent Attorney, 716 12th St., N. W.,
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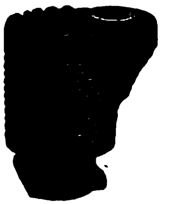

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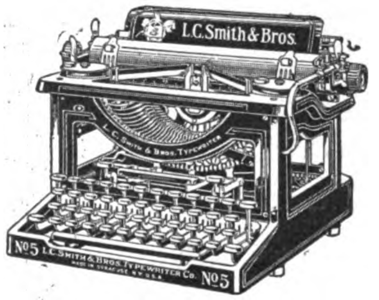

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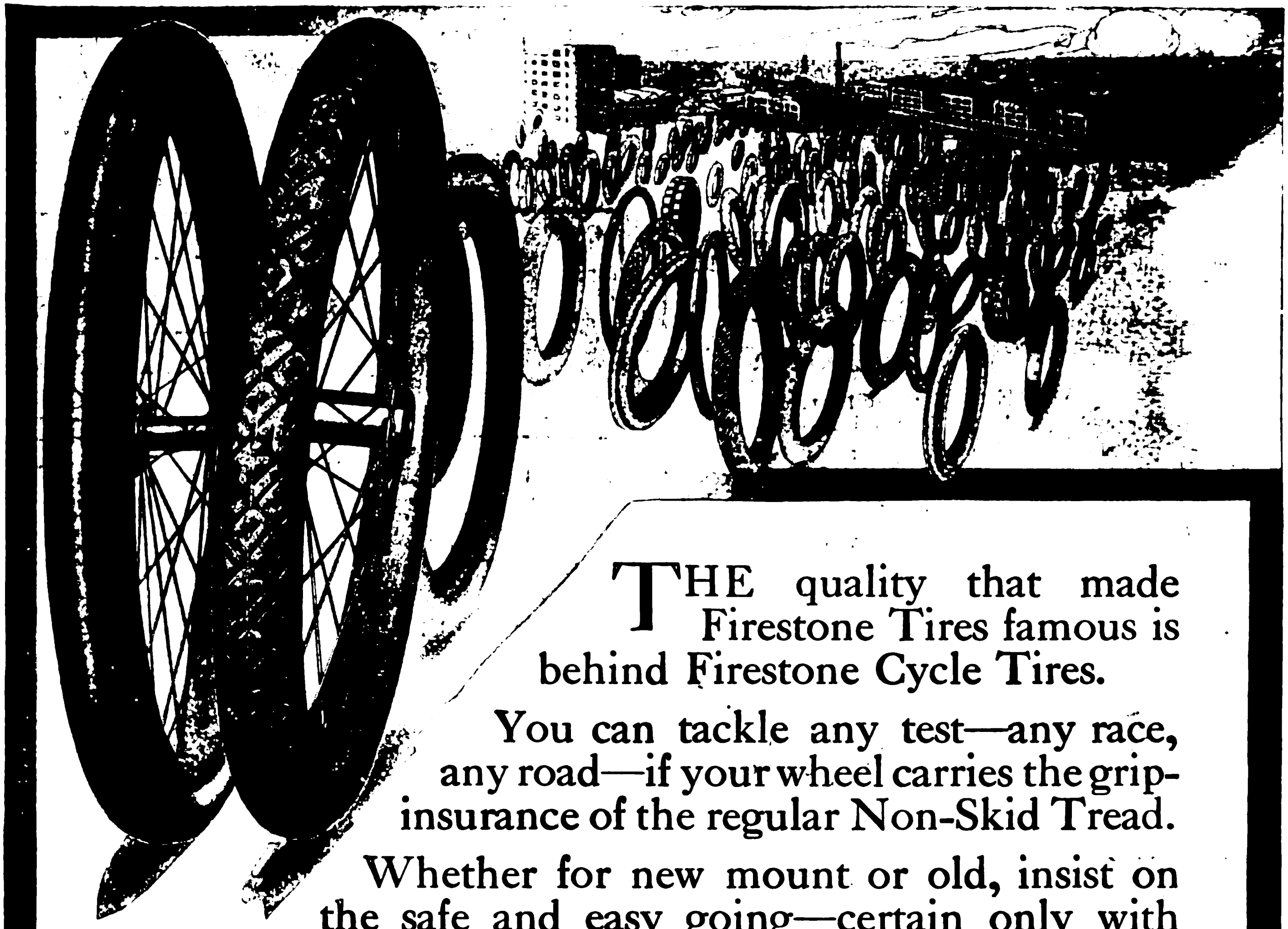

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